MICROFILM

START OF ROLL

CONSTRUCTION CONTRACTS

ROLL NO. 225

CONTRACT NUMBER: 9296

1981 Dodge Canyon Cr.-Westwood 9296
Sec. of the Elkton-Sutherlin
Hwy. (Grading and paving)

5

rll 9296

OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY
FINAL ACCEPTANCE REPORT

8-11-83

REGION NO. 10	REPORT NO. 2	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 8/11/83	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. FR-54(1)
COMPLETION DATE 10/28/81	ACCEPTANCE DATE BY CONTRACT AGENCY 6/29/82	TIME ELAPSED 100 %	CONTRACT TIME 130 calendar days
APPROVED EXTENSIONS NONE	LOCATION SR-138, Junction I-5 at Sutherlin		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
AUG 24 '83
REFER TO Kasey
FOR
Info
Inves
R/D
D/R
Sign
Act
File

WJ
8/24

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DODGE CANYON CREEK-WESTWOOD STREET SECTION
ELKTON - SUTHERLIN HIGHWAY
Grading and Paving

NOTED
W. E. SCHWARTZ ✓

This project provided for minor roadbed grading, construction of a 4 inch thick asphalt concrete overlay, and other minor incidental work common to this type project.

A contract in the bid amount of $809,461.40 was awarded Roseburg Paving Inc., on 6/4/81. Contract work began on 7/27/81 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 10/28/81 at a final cost of $871,817.07 which includes $736,854.50 for contract bid item work, $79,080.80 for work performed under approved price agreements, $13,173.82 for approved extra work, $9,667.89 adjustment in bid prices, $1,177.86 for work completed under State force orders and $78,650 for construction engineering.

There were no major significant overruns or underruns. Project records indicate that all materials incorporated into the work were tested or inspected in accordance with approved procedures and found to be in reasonably close conformance with specification requirements except for 1074.21 sq. ft. of sheet piling of foreign manufacture which was incorporated into the work. A price reduction of 40 percent of the Bid Item unit price was assessed under PA #5 approved 4/9/81.

con't

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant	W. N. Bryant Area Engineer	SIGNATURE G. K. Hossner	Original Signed By G. K. HOSSNER Field Operations Engineer
TITLE Area Engineer	DATE 8-19-83	TITLE Field Operations Engineer	DATE 8-22-83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

The special provisions for this project specified that asphalt concrete acceptance testing be based on contractor process control testing. The contractor for this project was a commercial supplier who had the materials produced prior to award of contract. As a result the contractor chose to screen the dry aggregate from the belt to control gradation and relied on his plant metering system to control asphalt content. Check testing performed by project personnel indicate the mixture produced was in reasonably close conformance with specification requirements.

The slide and erosion damage discussed in the final inspection report was completed in an acceptable manner under EWO #2 at a final cost of $10,570.53.

9296

B

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 12-8

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

12-1-82

State: Oregon

County: Douglas

Project Number: F-54(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 18, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 988,655.00	$ 989,655.00
Federal funds	$ 871,795.00	$ 872,676.00
Other revisions		

This modification is made for the following reasons: to include program change adding to the character of work, "Right-of-Way".

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of December, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon November 26, 1982

Federal-Aid Project
No. F-54(1)

Dodge Canyon Cr.-Westwood St. Section
Elkton-Sutherlin Highway
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW
Right-of-Way

Right-of-Way	All Required	$ 1,000.00
	TOTAL	$ 1,000.00

Type Code 6201
Roadway (Sta. 1083+00 to Sta. 1271+00)

Total the same as previous estimate June 5, 1981 $988,655.00

Length of Roadway------------- 3.561 mi.
Cost of Roadway Per Mile------$277,634.09

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	State Funds
Right-of-Way	$ 1,000.00	$ 881.00	$ 119.00
Roadway	988,655.00	871,795.00	116,860.00
Total	$989,655.00	$872,676.00	$116,979.00

Group 1 100%
Contract No. 9296
Prefix: 110-1492
Prefix: 110-1005
Prefix: 110-2543

9296

TO BE COMPLETED BY FHWA 6-192	U.S. DEPARTMENT OF TRANSPORTATIO FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 6-18-81	STATE Oregon COUNTY Douglas PROJECT NO. F-54(1)

L

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Dodge Canyon Cr.-Westwood St.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-29-81	3.561
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 988,655.00	$ 871,795.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator 6-18-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon June 5, 1981

Federal Aid Project
No. F-54(1)

Dodge Canyon Cr.-Westwood St. Section
Elkton-Sutherlin Highway
Douglas County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 1083+00 to Sta. 1271+00)

Furnishing Field Laboratory	1 Each	1,000.00	$ 1,000.00
Mobilization		All Required	25,000.00
Temporary Protection and Direction of Traffic		All Required	16,000.00
Temporary Signs	635 Sq. Ft.	5.00	3,175.00
Temporary Barricades	16 Each	50.00	800.00
Temporary Concrete Barrier (Reflectorized)	900 Lin. Ft.	9.25	8,325.00
Moving Temporary Concrete Barrier	1,050 Lin. Ft.	1.50	1,575.00
Temporary Delineators	176 Each	15.00	2,640.00
Flagmen	900 Hour	23.00	20,700.00
Pilot Car	300 Hour	0.10	30.00
Clearing and Grubbing		All Required	15,000.00
Removal of Structures and Obstructions		All Required	500.00
General Excavation	3,800 Cu. Yd.	6.50	24,700.00
Toe Trench Excavation	20 Cu. Yd.	20.00	400.00
Trench Excavation	185 Cu. Yd.	60.00	11,100.00
Finishing Roadbed and Slopes		All Required	3,000.00
Watering	105 M-Gal.	20.00	2,100.00
1"-0 Aggregate Base	5,000 Ton	9.00	45,000.00
Class "B" Asphalt Concrete Mixture	15,800 Ton	14.75	233,050.00
Class "B" Asphalt Concrete Mixture in Leveling	3,500 Ton	16.00	56,000.00
Asphalt Cement in Mixture	1,255 Ton	190.00	238,450.00
Asphalt in Tack Coat	30 Ton	250.00	7,500.00
Early Set Concrete Bridge End Panels	174 Sq. Yd.	75.00	13,050.00
Steel Sheet Piling	1,080 Sq. Ft.	15.00	16,200.00
Expansion Joints, Type E	66 Lin. Ft.	36.40	2,402.40
18-inch Culvert Pipe	8 Lin. Ft.	50.00	400.00
24-inch Culvert Pipe	4 Lin. Ft.	50.00	200.00

18-inch Culvert Pipe	66 Lin. Ft.	21.00	1,386.00
21-inch Arch Type Pipe	314 Lin. Ft.	17.00	5,338.00
Concrete Inlets, Type G-2MA	2 Each	800.00	1,600.00
Guard Rail, Type 2A	600 Lin. Ft.	12.50	7,500.00
Guard Rail, Type 3	300 Lin. Ft.	21.00	6,300.00
Guard Rail Anchors, Type 1	12 Each	265.00	3,180.00
Extra for Guard Rail Bridge Connection	4 Each	325.00	1,300.00
Rail End Pieces, Type C	12 Each	95.00	1,140.00
Metal Rail With Tubing	225 Lin. Ft.	65.00	14,625.00
Concrete Curbs	660 Lin. Ft.	7.75	5,115.00
Extra for Asphalt Approaches	45 Each	150.00	6,750.00
Paved Culvert End Slopes	30 Sq. Ft.	10.00	300.00
Loose Riprap, Class 100	60 Cu. Yd.	18.00	1,080.00
Delineators, Type 2	110 Each	23.00	2,530.00
Delineators, Type 3	15 Each	28.00	420.00
Roadside Seeding and Mulching	4 Acre	650.00	2,600.00
			$809,461.40

Anticipated Items

Permanent Pavement Striping	All Required	$ 3,300.00
Temporary Pavement Striping	All Required	2,300.00
Temporary Erosion Control	All Required	200.00
Asphalt Cement Adjustment	All Required	55,000.00
On-the-job Trainees (1 at $800)	All Required	800.00
		$ 61,600.00
	SUBTOTAL	$871,061.40
	Engineering	117,593.60
	TOTAL	$988,655.00

Length of Roadway ---------------- 3.561 mi.
Cost of Roadway Per Mile ---------$277,634.09

Federal Funds (88.18%)------------$871,795.00
State Funds --------------------- 116,860.00
TOTAL $988,655.00

Group 1	100%
Contract No.	9296
Prefix	110-1492
Prefix	110-1005

Dodge Canyon Cr.-Westwood St. Section
(nonparticipating - State Work)

Move & Reinstall Mailboxes	All Required	$	300.00

9296

July 8, 1982

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

CON 5
#9296

Gentlemen or Ladies:

On July 2, 1982, we wrote to you concerning release of final payment on Contract No. 9296 awarded to Roseburg Paving, Inc. for work on the Dodge Canyon Creek-Westwood Street Section of the Elkton-Sutherlin Highway in Douglas County.

The total contract amount is $838,777.01 including $13,173.82 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Roseburg Paving, Inc.
P. O. Box 1427
Roseburg, OR 97470

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. T. Keasey
Walt Hart
A. Shirley

9296

7-1-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Babler Bros., Inc. No. 9320	Bombing Range Rd.-Butter Cr., Unit 1 Morrow County	June 2, 1982
Wildish Corvallis Const. No. 9239	Rowell St.-Lacreole Dr. (Dallas) Polk County	June 2, 1982
Morse Bros., Inc. No. 9264	Pacific Blvd.-Santiam Hwy. (Albany) Linn County	June 4, 1982
Willamette-Western, Alaska Constrs., Inc. & General Const. Co., J.V. No. 8526	Columbia Rv. Bridge (N. Channel Substructure) and Government Island Fill Multnomah, Oregon and Clark, Wash.	June 10, 1982
Ross Bros. Const., Inc. No. 9083	Nyberg Creek Bridge (Tualatin) Washington & Clackamas Counties	June 10, 1982
COMCO Const., Ore. Ltd., dba Salem Road & Driveway No. 9318	Boone Rd. SE-Barnes Ave. SE (Salem) Marion County	June 14, 1982
R. A. Hatch Co. No. 9101	Division St. NE-Trade St. NE (Salem) Marion County	June 17, 1982
Cushing Bros., Inc. No. 9343	Sunnyside Rd.-Commercial St. Marion County	June 29, 1982
Roseburg Paving, Inc. No. 9296	Dodge Canyon Cr.-Westwood St. Douglas County	June 29, 1982
Hertz Electric, Inc. No. 9245	NE Columbia Blvd. Traffic Signals @ 3 Intersections Multnomah County	June 29, 1982

July 1, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9296

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 7, 1982

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Change
Item No. 10114
Project No. F-54(1)
Dodge Canyon Cr. - Westwood St. Section
Douglas County

I request your approval of a program change on the subject project to include in the character of proposed work Right-of-Way acquisition at an estimated total cost of $1,000 with federal funds of $881. The right-of-way to be acquired is as outlined in red on the sketch map previously forwarded and is required to correct a slide problem which developed subsequent to completion of the contract work.

I further request authorization to proceed with the actual acquisition of file 52561. No relocation assistance is involved.

CL:lms

cc: J.B. Boyd
Frank Lowe
General Files✓

Form 734-3122

9296 4-7-82

L.

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-54(1)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Douglas

3. FROM
Dale E. Wilken, Division Administrator
Oregon Division - Salem

4. PROGRAM NO.:

5. ITEM NO.: 10114

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4-7-82

8. FEDERAL ROUTE NUMBER: Primary 54

9. STATE ROUTE NUMBER: Secondary 231

10. GENERAL LOCATION:

DODGE CANYON CREEK - WESTWOOD STREET SECTION

11. GENERAL DESCRIPTION OF WORK

Program Change and Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested in Mr. Swan's letter of April 7, 1982, I approve the program change adding to the character of proposed work "Right of Way."

Also, as requested, you are authorized to proceed with the actual acquisition of File No. 52561, as shown on right of way map 6B-24-16 at a total estimated cost of $1,000; Federal Funds $881.

(Parcel required for slide repair in the area of widening under project construction)

RECEIVED
STATE HWY ENGR
APR 12 '82
REFER TO Mahoney
FOR
File
Act
Sign
D/R
R/D
Inves
Info

orig to

14. DATE: 4-7-82

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9296

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

March 29, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project Data Submission
Item No. 10114
Project No. F-54(2)
Dodge Canyon Cr.-Westwood St. Section
Douglas County

Enclosed is data consisting of PR-1 forms, sketch maps and a portion of right-of-way 6B-24-16 for the subject project.

I request authorization to proceed with the actual acquisition of file 52561 which is required to correct a slide which developed subsequent to completion of the contract work on project No. F-54(1). The area to be acquired is as outlined in red on the enclosed right-of-way map and does not require relocation assistance.

CL:bkc
Attachments

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

9276.

Hwy 231

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

March 16, 1982

J. H. Versteeg
Road Design Engineer

File 52561
Dodge Canyon Creek-
Westwood Street Section
Elkton-Sutherlin Highway
Douglas County

Versteeg
Anderson
Adam
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 16 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

Attached is a description (1 file), correspondence, an authorization and right of way prints covering right of way required for the subject Maintenance project, requested by your office.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9296

L.

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Dodge Canyon Cr - Westwood St

WEEK ENDING: Jan 23, 1982

SECTION PREFIX: 110-1005

HIGHWAY: Elkton - Sutherlin

COUNTY: Douglas

NAME OF JOB: Dodge Canyon Cr - Westwood St

KIND OF WORK: Grading & Paving

CONTRACTOR: Roseburg Paving Inc

CONTRACT NUMBER: 9296

FEDERAL AID PROJECT NUMBER: FR-54(1)

DATE OF CONTRACT: June 4, 1981

DATE WORK STARTED: July 27, 1981

ESTIMATED COMPLETION DATE: 10-28-81

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 130

CALENDAR DAYS USED: 130

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 1,000,345.19

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 921,022.66

ENGINEERING AUTHORIZATION: $ 79,322.53

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 965,000.00

ENGINEERING COST TO DATE: $ 77,000.00

DATE PROJECT WAS COMPLETED: 10-28-81

ESTIMATED PERCENT: UNDERRUN 3.5 %

PERCENT OF AUTHORIZATION: 97 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT 3.56					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,800 CY	19,300 Ton			
TOTAL QUANTITIES CORRECTED TO DATE	3,225	19,470			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,025	19,467			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7158	7159	7338A					
PERCENT	100	100	100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17		0		
MONDAY 18		0		
TUESDAY 19		0		
WEDNESDAY 20		0		
THURSDAY 21		0		
FRIDAY 22		0		
SATURDAY 23		0		

ASHE K
CAE
CLE
SCS
RECEIVED
JAN 25 1982

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity this week
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor work complete

Semi-final to be submitted approx first week of February

SIGNED Ron Busey LOCATION Roseburg

Ron Busey, Proj Mngr

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9296

2

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

December 10, 1981

RECEIVED
STATE HWY ENGR
DEC 10 '81
REFER TO
FOR
Info Inves R/D D.R Sign Act File

CON 5

NOTED
H.S. COULTER

Chris Joy
Skyline Steel Corp.
60 E. Sir Francis Drake Blvd.
Larkspur, CA 94939

Re: Steel Sheet Piles
Dodge Canyon Cr.-Westwood St.
Elkton-Sutherlin Highway
Douglas County
Contract 9296

In your recent conversation with Mr. Keasey concerning the subject topic, you requested additional information on the requirements for the sheet piling. Attached is a Xerox copy of a portion of Dwg. No. 35088 showing the designated size of the steel sheet piling and a Xerox copy of page 9 of the contract Special Provisions and Supplemental Standard Specifications for Highway Construction, which contains Section 106.17 American Manufacture requirement for the sheet piling.

Please note that Dwg. No. 35088 specifies a Section Modulus of 5.5 ± 0.5 in 3/lin ft of wall and Section 106.17 requires that the sheet piling be of American Manufacture.

As discussed with you by Mr. Keasey, the contractor had previously supplied sheet piling of foreign manufacture for this project and it was rejected by our Project Manager, Mr. Busey, as not meeting the specifications. Mr. Busey was assured by the contractor that the sheet piling furnished by your firm was of American manufacture. It was not until the material certification was received that it was discovered to be of foreign manufacture. Unfortunately, by that time the material had been driven and the concrete impact panel placed over it.

Form 734-3123

The penalty was imposed on the contractor for supplying non-specification material. Any further action in regards to this matter should be between you and the contractor.

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer
ORIGINAL SIGNED
By DUANE O. CHRISTENSEN
Duane O. Christensen, P.E.
Construction Operations
Engineer

DOC:mk

bc: H. S. Coulter ✓
Alfred Shirley, Jr.
Ron Busey

9296

RECEIVED
OCT 8 1981
CONSTRUCTION BRANCH
1c ASHE K
CCHM 734.3000
CAE
V FOE
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CP

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
October 6, 1981

FILE: TR 4

L.

Kipp D Osborn

FROM: KIPP D. OSBORN
Regional Traffic Engineer

TO: C. T. Keasey ✓

SUBJECT: Supplemental Report
Vehicle Accidents Observed
or Investigated by Employees

NOTED
H.S. COULTER

Herewith a Report of Motor Vehicle Accident Observed or Investigated by Employees, Form E-589, for a ~~fatal~~/non-fatal accident which occurred at M.P.________________on the ______________Elkton-Sutherlin______Highway, (Date___9-25-81____).

It is judged that the condition or design of the highway was not a contributing factor in this accident, therefore, a supplemental report will not be submitted.

KDO/cw
Encl.

RECEIVED
STATE HWY ENG
OCT 12 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	

10-12-81
copies to ~~[illegible]~~
[illegible]

Form 81-734-3[illegible]

Oregon State Highway Division

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

☐ FATAL
☒ NON-FATAL

Date of Accident Sept 25- 81

Time of Accident 9:55± [✓ A.M.] or P.M.

Name of Driver J Mansfield ~~L Foster~~

Name of Deceased (if any)

Date of Field Investigation 9-25-81

County Douglas

Highway Name Elkton Sutherlin

Highway Number 138 Route Elkton Sutherlin

General Location Stas 1220+40

Mile Post —

Posted Speed 55 MPH

Check Appropriate Items:

Type of Culture
- ___ Heavy
- ___ Moderate
- X Light
- ___ None

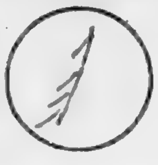
Surface Condition
- X Dry
- ___ Wet
- ___ Snow or ice
- ___ sunshine (Other)

Grade (in direction of Vehicle's travel)
- X Level
- ___ Hillcrest
- ___ Approx. ___% descending
- ___ Approx. ___% ascending

Lighting
- X Daylight
- ___ Dawn or Dusk
- ___ Darkness Illum.
- ___ Darkness, non-Illum.

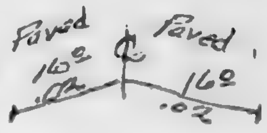
Alignment Indicate North

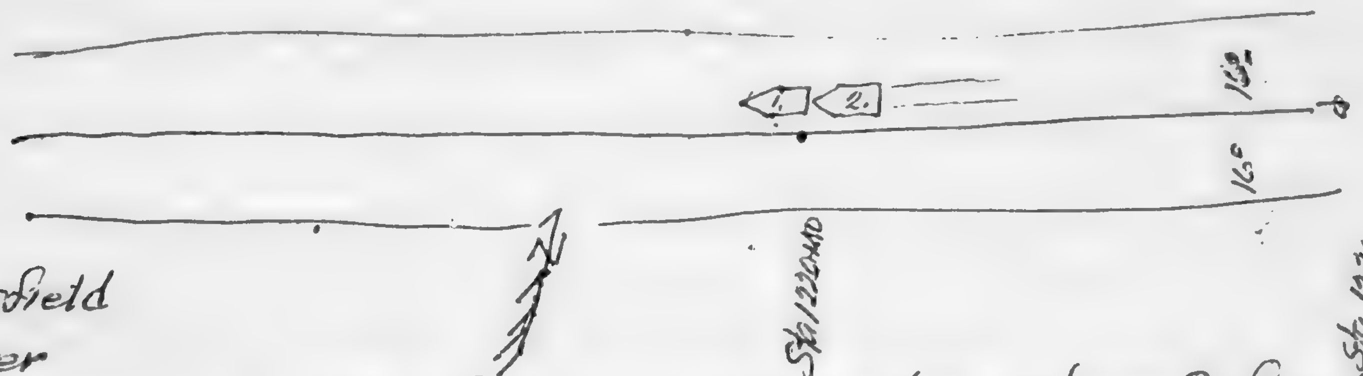
Sketch alignment and path of vehicle(s)



Highway, X-Section

Sketch with dimensions





☐ J Mansfield
☐ L Foster

Description of Accident: J Mansfield in white pontiac stopped for flagperson (Roseburg Paving Co employee) & L Foster in Motor home struck rear of Mansfields auto

Note! I did not witness accident.

(USE REVERSE SIDE IF MORE SPACE REQUIRED)

Distribution: Assistant State Highway Engineer
Maintenance Engineer
Traffic Engineer
Regional Engineer
District Engineer

Investigator James [illegible]

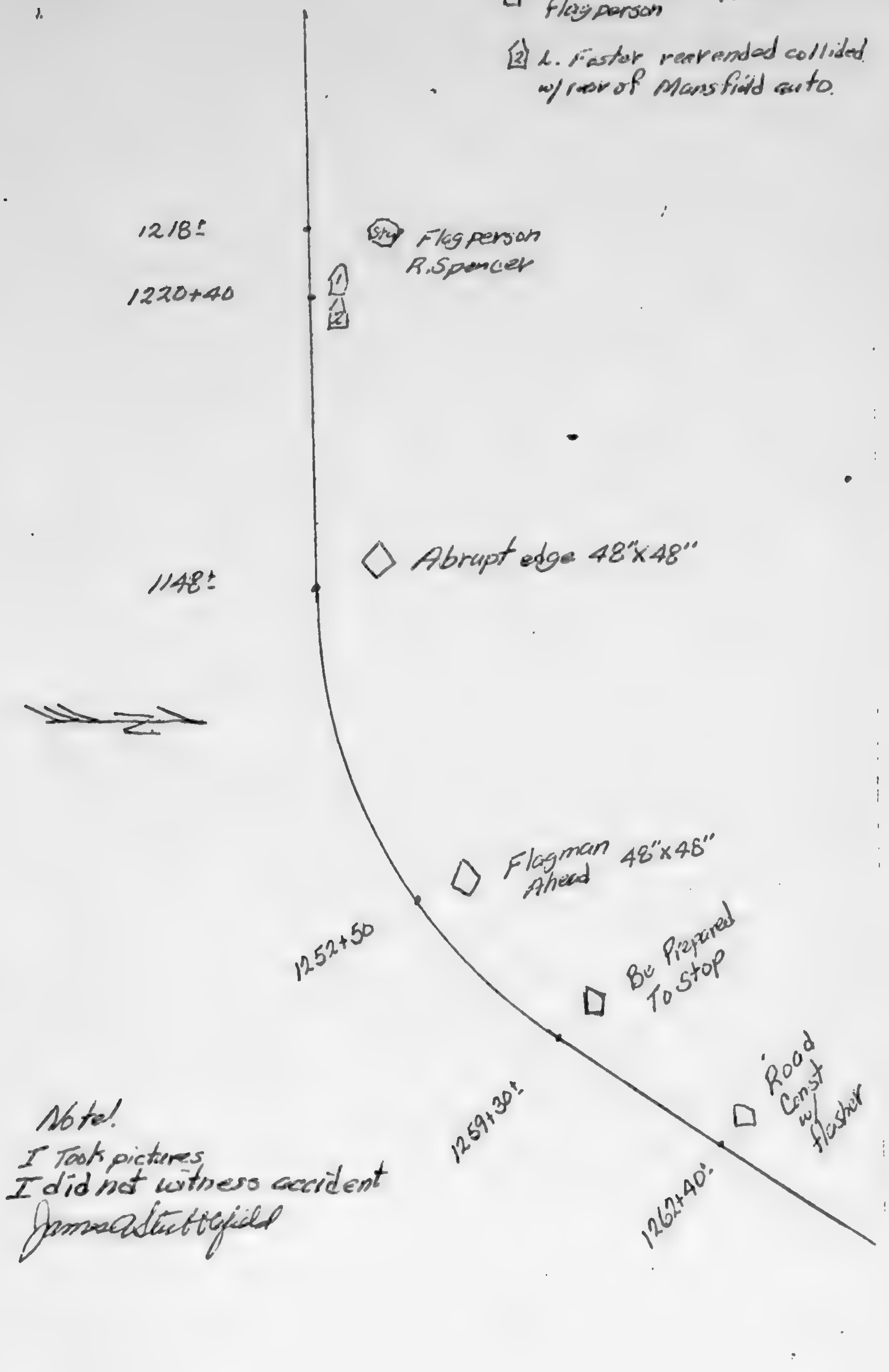
Title Hiway Engr & Inspector

Dodge Canyon Cr - Westwood St

9-25-81
Clear sunshine 9:55 AM

1 J. Mansfield stopped for flagperson

2 L. Foster rearended collided w/ rear of Mansfield auto.


1218±
Stop
Flagperson
R. Spencer
1220+40
1
2
Abrupt edge 48"x48"
1148±
Flagman Ahead 48"x48"
1252+50
Be Prepared To Stop
1259+30±
Road Const w/ flasher
1262+40±

Note!
I Took pictures
I did not witness accident
James A Stubblefield

9296

L.

FORM 80-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: TRA

Roseburg, Oregon

September 28, 1981

FROM: KIPP D. OSBORN
Regional Traffic Engineer

Kipp D Osborn

SUBJECT: Supplemental Report
Vehicle Accidents Observed
or Investigated by Employees

TO: C. T. Keasey ✓

Herewith a Report of Motor Vehicle Accident Observed or Investigated by Employees, Form E-589, for a ~~fatal~~/non-fatal accident which occurred at M.P.________________on the ____Elkton-Sutherlin____Highway, (Date__8-24-81__).

It is judged that the condition or design of the highway was not a contributing factor in this accident, therefore, a supplemental report will not be submitted.

KDO/cw
Encl.

K

1 ASHE
CAE
2 ~~FCE~~ Dex
QCE
SCS
EEO

RECEIVED
SEP 29 1981
CONSTRUCTION BRANCH

OM
CA
LE
TC
FE
CP

10-2-81
Copies to: H. S. Coulter
Jack Sams

REFER TO
Info
File

rm 81-734-3589

Oregon State Highway Division

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

☐ FATAL
☒ NON-FATAL

Date of Accident 8-24-81

Time of Accident 11:30 [✓ A.M.] or P.M.)

Name of Driver ___

Name of Deceased (if any) ___

Date of Field Investigation 8-24-81

County Douglas

Highway Name Elkton-Sutherlin

Highway Number 231 Route 138

General Location approx 2 miles west of Sutherlin

Mile Post ___

Posted Speed 55

Check Appropriate Items:

Type of Culture
- ___ Heavy
- X Moderate
- ___ Light
- ___ None

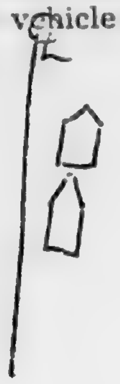
Surface Condition
- X Dry
- ___ Wet
- ___ Snow or ice
- ___ ___ (Other)

Grade (in direction of Vehicle's travel)
- X Level
- ___ Hillcrest
- ___ Approx. ___% descending
- ___ Approx. ___% ascending

Lighting
- X Daylight
- ___ Dawn or Dusk
- ___ Darkness Illum.
- ___ Darkness, non-Illum.

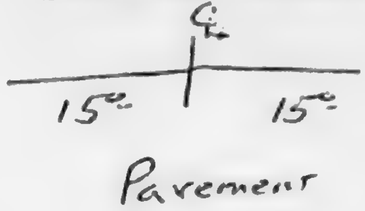
Alignment Indicate North

Sketch alignment and path of vehicle(s)



Highway, X-Section

Sketch with dimensions



Description of Accident: Traffic Stopped by Flagman. Lt. Blue Mustang Lic. # LPD-060 failed to stop & collided with Dk. Blue Riviera Lic. # KRT-765. Driver of Mustang was cited for Careless Driving by Officer Coble of D.C.S.P. No Apparent injuries. Mustang was towed away, Riviera drove off after investigation. I did not witness accident.

(USE REVERSE SIDE IF MORE SPACE REQUIRED)

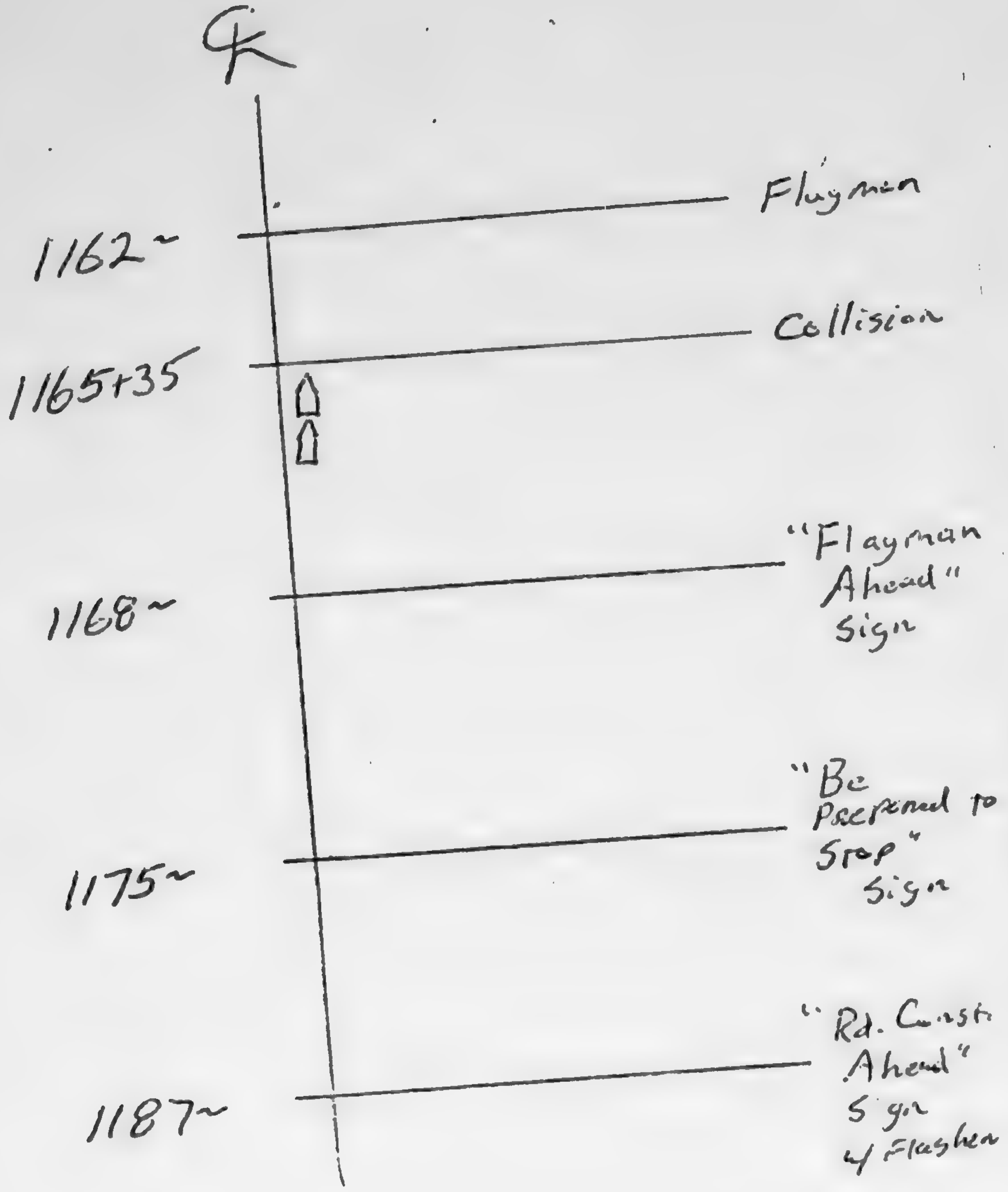
Distribution: Assistant State Highway Engineer
Maintenance Engineer
Traffic Engineer
Regional Engineer
District Engineer

Investigator Ray [illegible]

Title ETI

Hwy 138

8-24-81
R. Cranston


℄
Flagman
1162~
Collision
1165+35
"Flagman Ahead" Sign
1168~
"Be Prepared to Stop" Sign
1175~
"Rd. Constr Ahead" Sign w/ Flasher
1187~

9296

6-16-81

2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-54(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10114

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/16/81

8. FEDERAL ROUTE NUMBER Primary 54

9. STATE ROUTE NUMBER Secondary 231

10. GENERAL LOCATION:
Dodge Canyon Creek - Westwood Street

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Swan's 6/6/81 letter I approve the program change as follows:

1) Project Number: Change to read "F-54(1)".

2) Appn. Code: Change to read "010".

3) Class of Federal Funds: Change to read "Consolidated Primary".

RECEIVED
STATE HWY ENGR
JUN 18 '81
REFER TO Mackenzy
FOR

Info	Inves	R/O	D/R	Sign	Act	File

orig to 6/18

14. DATE 6/16/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9296

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 4, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 10114
Project No. FR-54 (1)
Dodge Canyon Cr. - Westwood St. Sec.
Douglas County

I request approval to change the funding on the project to Consolidated Primary funds requiring changes on the PR-1 form as follows:

1) Project Number: Change to read "F-54 (1)".
2) Appn. Code: Change to read "010".
3) Class of Federal Funds: Change to read "Consolidated Primary".

DRH/lms

cc: General Files

Form 734-3122

9296

2.

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

TO:
Marion Craft
Gerald Wimer
James Gix
Robert Pool
Bob Hector

DATE: June 2, 1981

RECEIVED
STATE HWY ENGR
JUN 2'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H. S. COULTER

FROM: Duane O. Christensen Deasey
for Construction Operations Engineer

SUBJECT: Quality of Construction in Asphalt Paving

Copy [illegible]

Considerable concern has been expressed during the past several weeks over the fact that we are not getting high quality asphalt pavements on our construction projects. During the past construction season several projects ended up being of low quality and we were criticized by FHWA. Also, the recently distributed "1979 Highway Condition and Quality of Highway Construction Survey Report", published by FHWA, stated that our quality of construction has declined since the previous survey done in 1976.

Several measures have been taken and/or are in the process of implementation to improve our quality of construction this season:

1. A seminar on "Segregation - Causes and Cures" sponsored by the Asphalt Pavement Association of Oregon was presented in Eugene in March and another is scheduled for Baker on May 27th. The Eugene one was well attended and very informative. A copy of a technical paper by J. Don Brock is attached for your review. Many of the items discussed relate to the problems we have been experiencing and many of the recommendations to minimize problems are also contained in our present specifications, but have not been enforced in all cases.

2. A quality assurance statistical specification for asphalt concrete pavement has been developed and is to be used on two projects on the May 28, 1981 bid letting. These two projects are the "Cape Creek Tunnel-Sutton Lake Section" and the "Dodge Canyon Creek-Westwood Street Section". This specification places more of the control and burden on the contractor with the State's acceptance testing being done behind the paver at points randomly selected. The results from these two projects will be used to further refine the specification and determine the degree to which this specification should be implemented.

3. We are in the process of reviewing our existing specifications and problem areas. Within the next few weeks we will be issuing some guidelines for strengthening our enforcement of these specifications.

4. Effective immediately, on projects with a significant amount of paving, Jim Wilson and Dave Glenn are to be contacted by you and a schedule developed whereby they can meet with you and the resident engineer on the job site during an appropriate time early in the paving process. The purpose being to get the paving off to a good start and develop uniform, high quality statewide levels for asphalt paving.

Please take necessary steps to provide training where needed, timely inspection and enforcement of the specifications so that we may produce high quality asphalt pavements.

DOC:mk

cc: H. S. Coulter
John Jenkins
Jim Wilson
Dave Glenn
G. K. Hossner, FHWA

9296

4-29-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-FR-54(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10114

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4/29/81	Primary 54	Secondary 231

10. GENERAL LOCATION:
Dodge Canyon Creek - Westwood Street Section

11. GENERAL DESCRIPTION OF WORK
Pavement Overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Perm. & Temp. Pavement
Striping S.F. $5,600
Temp. Erosion control $200
Asphalt Cement Adj. $55,000
On the job trainee $800

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 4/27/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,009,223 Federal Funds $889,932.

A signed copy of the Title Sheet is returned herewith.

(Decrease obligation of funds TEC $105,077 Federal Funds $92,637)

RECEIVED
STATE HWY ENGR
MAY 4 '81
REFER TO [illegible]
FOR
Info
Inves
R/D
D/R
Sign
Act
File

cc [illegible] 5-4-81 w/att

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/29/81	G. K. Hossner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7376

OREGON DEPARTMENT OF TRANSPORTATION
NOISE STUDY REPORT

Project Dodge Canyon Creek-Westwood Street
Highway Elkton-Sutherlin
County Douglas
Preparer Lee Doss
Date April 27, 1981
City ---

Project Description:

Widen and overlay the Elkton-Sutherlin Highway from a point 3.5 miles west of I-5 to Westwood Street, immediately east of the freeway. The grade beneath the structure at I-5 will be lowered to provide more vertical clearance.

This is a Type I-B project as classified in FHPM 7-7-3.

Existing Land Use Activities:

Existing land use is predominantly suburban residential on small acreages, with commercial establishments adjacent to freeway ramps: service stations in NE quadrant, and motel-service station complex in the SW quadrant. The service station-restaurant-lounge complex in SE quadrant is outside the project limits. A sewer plant and golf course are in the NW quadrant. A large log pond is located 1 mile west of I-5 on the south side of the highway.

There are sixteen residences along the project with distances ranging from 75' to 150' from centerline of the road.

TRAFFIC DATA AND PREDICTED NOISE LEVELS

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq 68 dBA (Dist. from Rd. ℄)	Remarks
	(vehicles per hour)					
1981 (Existing)	300	20	40	30	40'	Freeway Proximity
2000 (No-Build)	220	15	59	55	75'	West of M.P 23.9
2000 (Build)	220	15	59	55	75'	West of M.P 23.9

Existing Sound Levels:

67 dBA at 40' from C (FHWA Nomograph) on Oakland-Shady Highway, West of M.P. 23.9.

No field measurements were taken.

Traffic Noise Impacts:

Right-of-way widths vary from 80' to 160', so that buildings are set back from the roadway by unusually long distances, the shortest of which is 75'. This latter residence is impacted. West of M.P. 23.9 the 67 dBA noise contour for year 2000 peak truck hour falls at 80'. All other buildings are outside of the contour. No outside recreational or residential personal outdoor activities are identified as taking place in front yards or other areas where noise levels would exceed 67 dBA Leq, as a result of this project.

(Continued on Page 2A)

Traffic Noise Mitigation:

The Elkton-Sutherlin Highway is a major connector which has no alternatives, therefore alternate truck routes are not possible. Speed limits more restrictive than those in force would be an undue impediment to normal traffic. The effectiveness of a noise barrier would be nullified by openings in the barrier that would be required to accommodate driveways. No mitigation is feasible.

Construction Noise:

Impacts:

Construction noise in excess of traffic noise is anticipated. Specifications for abatement measures are attached.

Mitigation: (See Attachment).

Local Coordination:

A copy of this report will be sent to the Douglas County Board of Commissioners for use in minimizing potential noise conflicts. Responsibility for mitigation of noise in future developments on private property adjacent to the project will rest with the developer.

The air-conditioned motel complex will not be impacted by the project, since there are no exterior activity areas and interior noise levels will be below 52 dBA with the windows closed. Interior noise levels in the residences within the 62 dBA noise contour, (year 2000, peak truck hour, 197' out from ℄) are likely to exceed 52 dBA interior noise level if windows facing the highway are opened. All impacts are based on design noise level criteria. There are no significant noise increases in connection with the project.

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.

2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

4. No pile driving or blasting operations shall be performed within 3000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the engineer.

5. Rock crushing or screening operations performed within 3000 feet of an occupied dwelling shall block the direct view of the affected dwelling units through the strategic placement of material stockpiles or as direct by the engineer.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

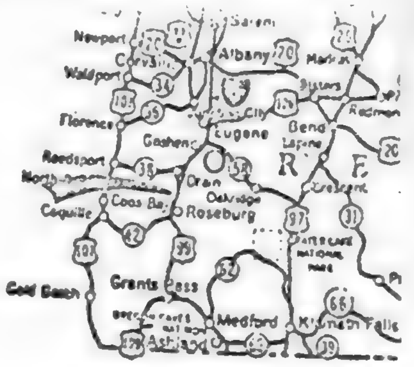
2. Shut off idling equipment.

3. Schedule noise construction operations near the middle of the day.

4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

DODGE CANYON CR. – WESTWOOD ST. SEC.
ELKTON - SUTHERLIN HIGHWAY
DOUGLAS COUNTY


Salem
Newport
Corvallis
Albany
Waldport
Marion
Sisters
Redmond
Florence
Eugene
Bend
Goshen
Reedsport
Oran
Coquille
Coos Bay
Oakridge
Roseburg
Crescent
Grants Pass
Gold Beach
Medford
Ashland
Klamath Falls
Crater Lake National Park
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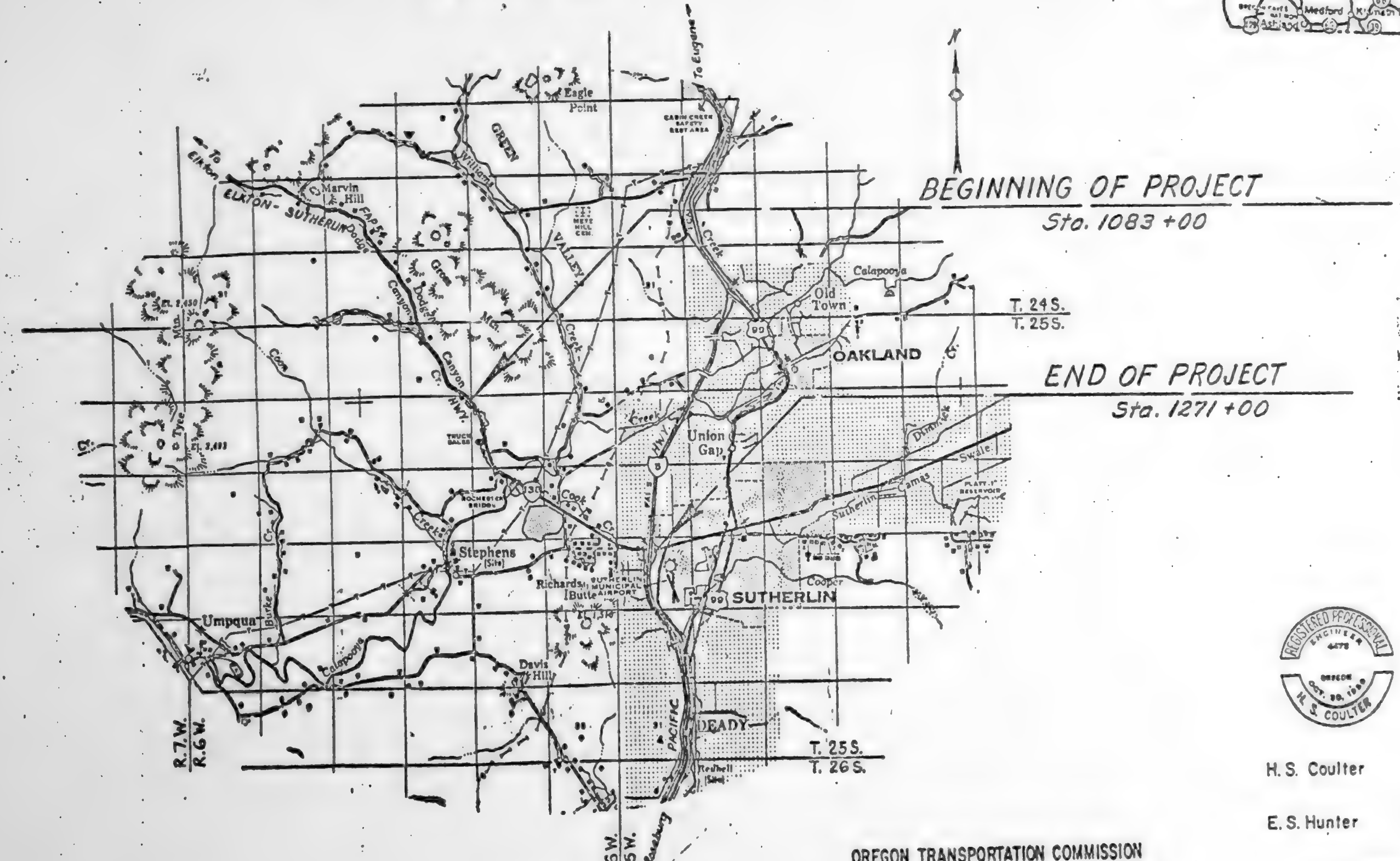
N
BEGINNING OF PROJECT
Sta. 1083+00
END OF PROJECT
Sta. 1271+00
To Elkton
ELKTON - SUTHERLIN
To Eugene
Eagle Point
GREEN
VALLEY
Williams
Cabin Creek Safety Rest Area
Marvin Hill
Dodge
Canyon
Cr.
HWY.
Green Mtn.
Tyee Mtn.
Coon
Creek
Calapooya
Old Town
OAKLAND
T. 24 S.
T. 25 S.
Union Gap
Camas
Swale
Sutherlin
Cooper
Cook
Stephens (Site)
Richards Butte
Sutherlin Municipal Airport
SUTHERLIN
Umpqua
Burke Cr.
Calapooya
Davis Hill
PACIFIC
DEADY
Redhill (Site)
T. 25 S.
T. 26 S.
R. 7 W.
R. 6 W.
R. 6 W.
R. 5 W.
To Roseburg
99
138
5

Sketch Map

Scale 0 1 2 Miles

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

Oct. 30, 1980
H. S. COULTER

H. S. Coulter

E. S. Hunter

DEPARTME
FEDERAL HI
APPROVED:

9216

231

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/24/81
Donald L Rout

May 28, 1981 Bid Letting ______ All Clear Deadline

SECTION Dodge Canyon Creek-Westwood St
Highway Elkton-Sutherlin
County Douglas Region 3
Type of Work Overlay Funds FA (RRR)
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						Cat 2 Exc
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	
Categorical Excl	☐	☒	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						[illegible]
Noise Study	☐	☒	☐	☐	☐	

7296

2.

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project FR-54(1)
Dodge Canyon Cr.-WEstwood St.
Elkton-Sutherlin Hwy., No. 231
Douglas County

Date: February 24, 1981

From: Acting Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Christensen's letter of January 19, 1981, requesting "Exception to Minimum Design Criteria." We find that Dodge Creek and Calapooya Creek bridges are only 26 feet wide and have warrants for 28 feet in width to remain in place with a desirable width of 36 feet. Further review shows that Dodge Creek has a grossly substandard rail and Calapooya Creek has a 21 inch high concrete parapet, which may or may not be adequate (constructed 1953).

It would appear from a safety standpoint greater consideration should be given to at least replacing the rail and thereby making the bridge comply with minimum standards of bridges to be left in place.

✓ Please reconsider the above described bridge variations.

For E. J. Valach

cc:
OSHD (D O Christensen, Eng)

RECEIVED
STATE HWY ENGR
FEB 25 '81
REFER TO
FOR

RECEIVED
TECHNICAL SERVICES
FEB 26 '81
REFER TO Hunt-Venstra
FOR
Info | Inv. | R/D | D/R | Sign | Act | File
2/26/81

9296

2/17-81

2.

U. S. DEPARTMENT OF TRANSPO ATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-54(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10114

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/17/81

8. FEDERAL ROUTE NUMBER Primary 54

9. STATE ROUTE NUMBER Secondary 231

10. GENERAL LOCATION: Dodge Canyon Creek - Westwood Street Section

11. GENERAL DESCRIPTION OF WORK Pavement Overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ X OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/17/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $1,114,300 Federal Funds $982,569.28.

ED
WY ENGR
19'81
R TO Moehring
FOR
File

14. DATE 2/17/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Acting Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 19, 1981

DES 16-1

NOTED
H.S. COULTER

STA
JAN '81
REF
F
Info | Inves | R/D | File

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attention Glenn K. Hossner

Dear Sir:

Dodge Canyon Creek-Westwood Street
Elkton-Sutherlin Highway
No. 231, State Secondary Highway
Douglas County

The primary purpose of this project is to extend the service life, restore the pavement section and skid resistance of the pavement with a 5-inch overlay and leveling plus a 1 1/2-inch future lift. This section is 3.56 miles in length, with an ADT ranging from 1,700 to 4,100 at the I-5 Interchange.

The typical section is proposed as 32 feet in width (two 12-foot lanes with 4-foot shoulders). This typical can be constructed within the existing highway right-of-way and within the existing roadbed earthwork prism. A wider section would require extensive additional right-of-way.

There are two reinforced concrete slab span bridges over Dodge Creek, both of which are 26 feet wide by 57 feet in length, and one 26-foot wide by 332-foot long R.C.D.G. structure over Calapooya Creek.

The estimated cost to widen the two 57-foot structures, by removing the existing curbs and rails and installing flex-beam rails, is $32,000. The additional width would be 1 foot 8 inches, for a total width of 27 feet 8 inches. However, we believe the additional expense to provide the minimal additional width not to be cost effective. All three structures are wider than the approach roadway of 24 feet and are therefore of satisfactory width to leave in place for RRR projects. This has been discussed by telephone and tentatively approved by Mr. Hossner.

This project will also consist of increasing the vertical clearance under the I-5 freeway structure from 14 feet 7 inches to approximately 15 feet 9 inches. The proposed 5-inch overlay and leveling plus 1 1/2-inch future lift would have reduced the present clearance to 14 feet 1/2 inch. This structure is already experiencing considerable maintenance due to being struck by high loads.

We are upgrading the guardrail at bridge ends on this project. Maximum flares of 4 feet and runs of 75 feet past bridge ends will be provided.

This project has been justified on a cost/benefit ratio and has been thoroughly reviewed by our Region staff, Traffic Section and Design staff in terms of obtaining the maximum safety benefits and upgrading possible within the limited money available.

We are submitting this letter to you as documentation as requested in your letter of February 15, 1978 entitled "Exceptions to Minimum Design Criteria, Non-Interstate Federal-Aid Projects for Pavement Resurfacing".

This project is scheduled for the September 24, 1981 bid letting.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

bc H. S. Coulter✓
E. S. Hunter
F. E. Terpin
Alfred Shirley, Jr.
W. E. Cole

WEC:ja

9276 231

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/24/80
Donald L Rout

May 29, 1980 Bid Letting ____________ All Clear Deadline

SECTION Dodge Canyon-Westwood St.
Highway Elkton-Sutherlin
County Douglas Region 3
Type of Work XXXXXX Overlay Funds State
State____ Consultant ____ Plans Avail.___Yes ___No

N/A State Funds

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☒	☐	☐	☐	☐

9296 231

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: Memo to File

DATE: April 11, 1980

FROM: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

SUBJECT: Dodge Canyon Cr.-Westwood St.
Elkton-Sutherlin Highway
Douglas County

The subject 3.56 mile project consists of overlaying the existing roadway, some minor widening, increasing the vertical clearance under the I-5 freeway structure from 14'-7" to approximately 15'-9" (The proposed 5-inch overlay and leveling plus 1 1/2" future lift would have reduced the present clearance to 14'-0 1/2" -- this structure is already experiencing considerable maintenance due to being struck by high loads), guardrail installations at bridge ends and minor structure work.

The typical section will be two 12-foot travel lanes and two 4-foot shoulders. The ADT ranges from 1700 to 4100 at the I-5 Interchange. The overlay will consist of a 1-inch allowance for patching and leveling, 4-inches of asphalt and a 1 1/2 inch future lift. The project will call for alternate bids on the surfacing for either Class "B" or sulphur extended asphalt.

The 6 year programed estimate is for $963,000 of State funds. The present estimate including 20% for engineering and contingencies is $1,002,000. The major items of work and cost are as follows:

Grading	$ 37,070
Surfacing	599,112
Guardrail	32,520
Drainage	12,182
Structures	40,500
T.P. & D. of T. & Perm. Signing	57,222
Other (Mobilization, etc.)	223,394
	$1,002,000

The project has been reviewed and it is recommended that we proceed to contract with the proposed project.

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 14 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

DOC/db

cc: W. E. Cole
Jack Sullivan

Contains Recycled Materials
81-125-1387

W.E. Cole 4/9/80
Barnes

PROJECT : Dodge Canyon Cr - Westwood (3.6 Miles)
Elkton - Sutherlin Hwy.

A.D.T. : 1700-4100

FUNDING : State

6 YR. PROGRAM EST. $ 963,000

Estimate

Grading	- $ 37,070
Surfacing	- 599,112
Guardrail	- 32,520
Drainage	- 12,182
Structures	- 40,500
T.P & D of T, Perm Sign	- 57,222
Other	- 223,394
Total	$ 1,002,000 + 4%

Rec.
Reduce [illegible] to stay within [illegible]
[illegible]
[illegible]

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section Dodge Canyon Cr.-Westwood St.
Highway Elkton Sutherlin County Douglas Prefix 110-1492-905
Length 18,800' Miles 3.56 Designer C. B. Barnes Date
Signed Title

Grading & Drainage	$ 210,685
Surfacing	$ 586,022
Extra Work	

Temporary Striping	$ 1,350
Permanent Striping	$ 1,900
Permanent Signing	$ 400
Remove And Reinstall Mailboxes (12)	$ 900
	$
	$
	$
	$
	$
	$

TOTAL EXTRA WORK	$ 4,550
TOTAL	$ 801,260
+ 20% Engineering and Contingencies	$ 160,240
Structures	

Br. # 7229	$ 40,500
	$
	$
	$

TOTAL STRUCTURES	$ 40,500
Right of Way	$ —
TOTAL ESTIMATED COST	$ 1,002,000 (4% over)

A.D.T. 1700 to 4100
State Funds 6 yr. Program Est # [illegible]

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date

Section Dodge Canyon Cr. - Westwood St.
County Douglas
Kind Of Work Grading & Paving
Length 3.56 Mi.
Name C. B. Barner

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Furnishing Field Laboratory Building	106.13	Each	1	3,500.00	3,500
2	Mobilization (8%)	110	All	100%	58,754.00	58,75
3	Temporary Protection And Direction Of Traffic (2%)	111	"	100%	14,400.00	14,400
4	Temporary Signs	"	Sq. Ft.	312	6.50	2,028
5	Temporary Concrete Barriers (Lighted)	"	Lin. Ft.	500	20.00	10,000
6	Flagmen	"	Hour	1,024	21.50	22,016
7	Pilot Car	"	"	80	30.00	2,400
8	Clearing And Grubbing ([illegible])	201	All	100%	5,000.00	5,000
9	Removal Of Structures And Obstructions	202	All	100%	1,000.00	1,00
	General Excavation	203	Cu. Yd.	3,802	5.00	19,010
1	Toe Trench Excavation	"	"	20	10.00	200
	Trench Excavation	206	"	171	10.00	1,710
3	Finishing Roadbeds And Slopes	222	All	100%	9,000.00	9000
4	Watering	233	M. Gal.	88	15.00	1,320
5	Aggregate Base	304	Ton	4,944	10.00	49,44
	Class "B" Asphalt Concrete Mixture	403	"	19,501	14.00	273,01
17	Asphalt Cement In Mixture	"	"	1,268	201.00	254,86
18	Asphalt In Tack Coat	407	"	29	300.00	8,70
	18 Inch Culvert Pipe	503	Lin. Ft.	12	24.00	28
	" " Sewer "	"	"	66	24.00	1,584
	21" Arch Type "	"	"	314	18.00	5652
22	Concrete Inlets, Type G2MA	604	Each	2	750.00	1,500
	Guard Rail Type 2A	606	Lin. Ft.	600	20.00	12,00
	" " 3	"	"	1200	7.50	9,000

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date

Section Dodge Canyon Cr. - Westwood St.
County Douglas
Kind Of Work Grading & Paving
Length 3.56 Mi.
Name C. B. Barner

No	Item	Code	Unit	Quant.	Unit Cost	Total
25	Guard Rail Anchors, Type 1	606	Each	12	350^{00}	4,200
26	Extra For Guard Rail Bridge Connections	"	"	12	450^{00}	5,400
27	Rail End Pieces, Type C	"	"	12	160^{00}	1,920
28	Concrete Curbs, Type C	609	Lin. Ft.	660	5^{50}	3,630
29	Extra For Asphalt Approaches	610	Each	44	200^{00}	8,800
30	Paved Culvert End Slopes	612	Sq. Ft.	29	12^{00}	348
31	Loose Riprap, Class 100	620	Cu. Yd.	60	15^{00}	900
32	Guide Posts	623	Each	124	22^{00}	2728
33	Roadside Seeding And Mulching	691	Acre	4	600^{00}	2,400

OREGON STATE HIGHWAY DIVISION - BRIDGE SECTION
ESTIMATE SHEET

Bridge Name CALAPOOYA CREEK County Douglas Bridge No. 7338A
Section and Station Drain Canyon Cr. - Westwood St. Highway Elkton - Sutherlin
Estimate Made By JGB Date 3-3-80 Checked By ______ Date ______
Description

Estimate From ~~No-Plans~~ ~~Sketch~~ Completed Plans Drawing No. 35088
(Strike out the ones which do not apply)
Calculation Book No. 1766 Loading ______

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All					
Shoring, Cribbing, etc.	All					
Structure Excavation	Cu.Yd.					
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling (No.)	Lin.Ft.					
Treated Timber Piling (No.)	Lin.Ft.					
Steel Piling (No.)	Lin.Ft.					
Prestr. Conc. Piling (No.)	Lin.Ft.					
Furnish Pile Driving Equipment	All					
Drive Timber Piling	Lin.Ft.					
Drive Steel Piling	Lin.Ft.					
Drive Prestressed Conc. Piling	Lin.Ft.					
Structural Concrete Class	Cu.Yd.					
Metal Reinforcement	Lbs.					
Structural Steel	Lbs.					
Steel Sheet Piling	Lin.Ft.			720	30.00	21,600
Prestressing Steel	Lbs.					
Prestr. Conc. ( )	Each					
Rail #	Lin.Ft.					
Slope Paving (incl. preparation)	Sq.Yd.					
Slope Paving Curb	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Berm Paving	Sq.Yd.					
R.C. End Panels (Each Set)	Sq.Yd.			174	50.00	8,700
Expansion Jts. Replacement (Type E)	Lin.Ft.			66	50.00	3,300
Electric Conduit	Lin.Ft.					
Membrane Waterproofing	Sq.Yd.					
Removal of old Bridge	All	–	–	–	–	
Maintenance of Traffic	All	–	–	–	–	
Subtotal						33,600
Plus 20 Percent for Engineering & Contingencies						6,700
TOTAL COST						$ 40,500

REVISED

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Dodge Canyon Cr.-Westwood St.
Date December 18, 1979
Highway: Elkton-Sutherlin #231
Twenty Year Traffic Coefficient 10.2
County: Douglas
18 kip s.a. per day 354.7
Prefix: 110-1492
R value 10
Res. Engr. M. Havig
Frost Penetration - - - -
CBE Total Requirement 32.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
2.0"	A.C.W.S.	4.0
12.0"	A.C.B.	24.0
15.5"		31.0"

*EXISTING ROADWAY

1.5"	A.C. (Final Stage)
4.0"	A.C.O.L. with an extra allowance (1.0") for leveling.

REFERRED TO
Beard ___ Staudenmeyer ___
Cole ___ Semple ___
Eriksen ___ ✓ Watson ___ TW
Hager ___ Dorn ___ Lau ___
Return Discuss Do [✓ File] Copy Due
BY FINAL DESIGN ENGINEER

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
•Final Design Engineer
Regional Geologist

Revised to show "New Work" section.

* Overlay thickness determined by deflection measurements.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon

December 26, 1979

Roger E Patitz

FROM: Roger E. Patitz
Ass't Res. Engr.

TO: J.H. Versteeg
Road Design Engineer

SUBJECT: Report Of Survey
Dodge Canyon Cr. - Westwood St.
Elkton - Sutherlin Hwy
FAP #231 Douglas County
Prefix # 110 - 1492

The purpose of this survey is to prepare plans, specifications and estimates for restoring & preserving the existing roadway, minor widening, restoring vertical structure clearance, drainage improvement, improve safety at bridge ends by guard rail installation and minor structure work.

Field Control: Stationing controlled by R/W pins found intermittently throughout project. Centerline ran by chaining down center of the existing pavement. Where needed all elavations controlled by using Bench Marks on published lists.

Grading: Only minor grading is proposed. Excavation quantities are computed for cutting back the slope from rt. sta 1100+00 - 1104+00 to provide improved sight distance for a school bus stop. The bus stop is at the end of a curve right and the sight distance is totally inadequate for safe loading and unloading of school children. The excavated material would be utilized to construct embankments for guard rail flares as necessary.

Excavation of a 330 foot section of the present highway from sta 1265+70 - 1269+00 under the Sutherlin Interchange structure is necessary to restore vertical clearance. The present clearance is 14' 7". With the additional 5" overlay on this project and the intended future 1½" clearance would be reduced to only 14'½". The structure presently requires considerable maintenance due to being struck by high loads. A discrepancy in elevation is noted between the elevations for deck grades shown on the structure "As Constructed" plans and the 3rd order Bench Mark established on this structure in 1975. The difference is approximately 10 feet.

Drainage: Presently runoff water from the SE quadrant of Sutherlin Interchange plus water accumulated on the south side of Hwy 138 eastward to the summit of the vertical curve goes into an open ditch under the freeway. This ditch has eroded the roadbed until there is only 11 feet of pavement for some sections of the eastbound travel lane. Proposed improvement of drainage consists of removing one type G inlet which is of insufficient capacity, construction of two type G-2MA inlets and containing this water in a culvert. Detailed plans are submitted.

One additional short culvert extension is proposed to permit widening of pavement.

Between stations 1198+00 and 1218+00 ± is a thorough cut which was excavated to roadbed level during sanitary sewer construction. A roadbed ditch is adjacent to the pavement and in some sections is too close to permit a 32 foot pavement width without encroaching into this ditch. Reshaping of this ditch is proposed to permit necessary widening. Required work would consist of cutting a new back slope with a blade and spreading the spoil over the adjacent ground. Payment to be by lineal foot of ditch reshaped.

Surfacing: Overlay design is 1" leveling, 4" overlay and a future 1½" wearing course. Under the freeway structure in the proposed excavation full depth AC is proposed with no base rock. This work will of necessity be done under traffic. Use of full depth AC will permit more timely completion of this work and reduce adverse impact on the traveling public.

Guard Rail: Guard rail is provided at the structure approaches as required to improve safety.

Road Connections and Road Approaches: A list of affected road connections and raod approaches is included. A bid item for Extra for Road Approaches is included in the project.

Rip Rap: At station 1187+50 ± a small creek has washed in against the highway shoulder and eroded the slope back to the pavement. Class 100 rip rap has been proposed to correct this problem.

Calapooyia Cr. Bridge: This structure has cantilevered end spans with no impact slabs or paving ledge. This has created a continuing maintenance problem. A sheet pile wall and precast impact slabs are proposed to correct this problem.

This structure also has open expansion joints. Preformed elastomeric compression joint seal has been proposed to correct this deficiency.

9296

231

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

February 15, 1980

FILE: LOC 17

FROM: JAMES J. GIX
Regional Construction Engineer

TO: J.H. Versteeg
Road Design Engineer
SALEM

SUBJECT: Dodge Canyon - Westwood St.
Elkton - Sutherlin Hwy.
Douglas County - Overlay

You currently have this project in the Design Room. Our Field Locating Engineer proposed an extension of the project westerly. This extension is logical to carry the overlay and widening to the point of a change in roadway width. Region recommends this extension for a minimal additional cost, if resources are available.

jjg/cp

cc: M. Havig
R. Busey

1 Versteeg ✓
Anderson
2 Christensen ✓
Olson
Bill-[illegible] o.b. 3 Sullivan [illegible]
Terpin
Trout
Wakerlig

RECEIVED
FEB 19 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

REFERRED TO
✓ Beard
Cole [illegible]
Eriksen
Hager
Stoudenmeyer
Sample
Watson
Leu
Dorn
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

D. Moehing approved Extending Proj.
[illegible]
2/22/80

9296

FAS 231

ROAD DESIGN SECTION Salem, Oregon
January 22, 1980

J. E. Backstrand
Structural Design Engineer

W. E. Cole
Design Engineer Supervisor

SUBJECT: Dodge Canyon Cr.-Westwood St.
MP 20.72 to MP 24.28
Highway: Elkton-Sutherlin
~~(FAS #231)~~
County: Douglas

Transmitted herewith is a copy of the narrative report and structural data on the subject project.

This report is being submitted for your investigation of any work required on Bridge Nos. 7158, 7159, 7339 and A7565A.

For your information:

Br. #7159 M.P. 21.15
Field Proposal: Type 2 and Type 3 guardrail and no overlay.

Br. #7339 M.P. 22.10
Field Proposal: Compression Joint Seals (Type E), Steel sheet pile, precast R.C. bridge end panels, Type 2 and Type 3 guardrail and no overlay.

Br. #A7565A M.P. 24.22 (U'xing of I-5)
Present clearance is 14'-7" which would be reduced to 14'-0 1/2" with proposed overlay and future paving. Structure presently requires considerable maintenance due to being struck by high loads.

Field proposal: Excavate existing roadway under structure and resurface. Clearance to be increased to 15'-9"

In addition option #2 affects Br. #7158 at M.P. 20.95. Field proposal for this structure is the same as for Bridge #7159.

WEC/db

Attachments

cc: Carl Barner

1981 Cape Ck. Tunnel-Sutton 9297
Lake Sec. on the Ore. Coast Hwy.
(Grading and paving)

-9297

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-119	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER 2		Project Number FR-2-3(7)

5-8-84

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 10, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,765,585	$ 1,823,085
Federal funds	$ 1,556,892	$ 1,606,684
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of May, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

BXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon May 8, 1984

Federal-Aid Project No. FR-2-3(7)

Cape Cr. Tunnel Section-Sutton Lake Section
Oregon Coast Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 332+00 to Sta. 665+20)

Subtotal of previous estimate of January 11, 1982		$ 1,575,322.70

Additional Item

Contractors Claim (P.A. #8)	All Required	$ 57,500.00
	Subtotal	$ 1,632,822.70
	Engineering	190,262.30
	Total	$ 1,823,085.00

Length of Roadway	6.31 mi.
Cost of Roadway Per Mile	$ 288,919.96

Federal Funds	$ 1,606,684.00
State Funds	216,401.00
Total	$ 1,823,085.00

Group 1 96% Group 8 4%
Contract No. 9297
Prefix: 20-1448
Prefix: 20-1039

RHZ:bkb

7297 **STATE COPY** 2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-191 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 1/20/82	tate Oregon County Lane Project Number FR-2-3(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 10, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,712,366.00	$ 1,765,585.00
Federal funds	$ 1,509,964.00	$ 1,556,892.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of January, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXBy For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon January 11, 1982

Federal Aid Project
No. FR-2-3(7)

Cape Cr. Tunnel-Sutton Lake Section
Oregon Coast Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 332+00 to Sta. 665+20)

Subtotal of previous estimate of June 8, 1981 $1,522,103.70

Previous Estimate

Flagman	2,000 Hr.	23.00	$ 46,000.00
Class "B" Asph. Conc. Mix in Leveling	5,800 Ton	14.90	86,420.00
			$ 132,420.00

Revised Estimate

Flagman	3,083 Hr.	23.00	$ 70,909.00
Class "B" Asph. Conc. Mix in Leveling	7,470 Ton	14.90	114,730.00
			$ 185,639.00
		Increase	53,219.00
		SUBTOTAL	$1,575,322.70
		Engineering	190,262.30
		TOTAL	$1,765,585.00

Length of Roadway ------------ 6.31 mi.
Cost of Roadway Per Mile-------$279,807.45

Federal Funds ----------------	$1,556,892.00
State Funds ------------------	208,693.00
TOTAL	$1,765,585.00

Group 1 100%
Contract No. 9297
Prefix: 20-1448
Prefix: 20-1039

Cape Creek Tunnel-Sutton Lake Section
(non-participating - State Work)

Furnished Installing Mailbox Posts	13 Each	75.00	$ 975.00
State Responsibility for Damages		All Required	4,500.00

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon STATE COPY
MONTHLY TRANSACTION NO. 6-116	**FEDERAL-AID PROJECT AGREEMENT** 6 10-81	County Lane Project No. FR-2-3(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Cape Creek Tunnel-Sutton Lake

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-29-81	6.310

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,712,366.00	$ 1,509,964.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator 6-10-81

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon June 8, 1981

Federal Aid Project
No. FR-2-3(7)

Cape Cr. Tunnel-Sutton Lake Section
Oregon Coast Highway
Lane County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 332+00 to Sta. 665+20)

Furnishing Field Laboratory		All Required	$ 1,725.00
Mobilization		All Required	101,250.00
Temporary Protection and Direction of Traffic		All Required	8,600.00
Temporary Signs	386 Sq. Ft.	3.70	1,482.20
Temporary Barricades	2 Each	59.00	118.00
Flagmen	2,000 Hour	23.00	46,000.00
Pilot Car	500 Hour	1.00	500.00
General Excavation	2,900 Cu. Yd.	8.75	25,375.00
Watering	185 M-Gal.	14.00	2,590.00
Aggregate Base	10,900 Ton	9.75	106,275.00
Class "B" Asphalt Concrete Mixture	31,000 Ton	14.90	461,900.00
Class "B" Asphalt Concrete Mixture in Leveling	5,800 Ton	14.90	86,420.00
Asphalt Cement in Mixture	2,150 Ton	200.00	430,000.00
Asphalt Membrane	847 Sq. Yd.	17.00	14,399.00
Asphalt in Tack Coat	50 Ton	250.00	12,500.00
12-inch Culvert Pipe	400 Lin. Ft.	17.00	6,800.00
Guard Rail, Type 2A	8,500 Lin. Ft.	9.80	83,300.00
Guard Rail, Type 3	100 Lin. Ft.	21.40	2,140.00
Guard Rail Anchors Type 1	19 Each	295.00	5,605.00
Rail End Pieces, Type C	16 Each	77.00	1,232.00
Extra for 8-foot Posts	150 Each	6.00	900.00
Adjust Guard Rail	2,755 Lin. Ft.	2.30	6,336.50
Extra for Asphalt Approaches	59 Each	341.00	20,119.00
Drainage Curbs	620 Lin. Ft.	2.65	1,643.00
Delineators, Type 2	500 Each	20.00	10,000.00
Delineators, Type 3	30 Each	29.00	870.00
Delineators, Type 4	110 Each	11.80	1,298.00
Joint Sealer, Bridge No. 1113	189 Lin. Ft.	20.00	3,780.00
Joint Sealer, Bridge No. 1741B	30 Lin. Ft.	20.00	600.00
			$1,443,703.70

Anticipated Items

Permanent Pavement Striping	All Required	6,000.00
Temporary Pavement Striping	All Required	2,600.00
Asphalt Cement Adjustment	All Required	65,000.00
On-the-job Trainees (1 at $800)	All Required	800.00
Anti-stripping Additives	All Required	4,000.00
		$ 78,400.00

SUBTOTAL	$1,522,103.70
Engineering	190,262.30
TOTAL	$1,712,366.00

Length of Roadway ---------------- 6.31 mi.
Cost of Roadway Per Mile ---------$271,373.37

Federal Funds (88.18%)------------$1,509,964.00
State Funds ----------------------- 202,402.00
TOTAL $1,712,366.00

Group 1	100%
Contract No.	9297
Prefix	20-1448
Prefix	20-1039

Cape Creek Tunnel-Sutton Lake Section
(non-participating - State Work)

Furnished Installing Mailbox Posts	13 Each	75.00	$ 975.00
State Responsibility for Damages		All Required	4,500.00

12.117

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

December 13, 1983

CON

Fabricators, Inc.
2705 Lancaster Dr. NE
Salem, OR 97373

Attn: Roy L. Houck, Jr.

Re: Cape Creek Tunnel-Sutton Lake
Contract No. 9297

During claim negotiations for the above captioned contract, a number of unrecorded meetings and phone conversations were held. This letter will summarize these communications. My primary goal is to record the offers and counter offers, not to prepare complete "minutes".

April 6, 1983 - A meeting was held at the Construction Office level. Individual claim costs were discussed. However, no total or recapitulation of costs was presented. The State agreed to review several items discussed and you agreed to furnish test result data to the State. No findings of fact or counter offers were made by the State at this meeting.

April 14, 1983 - A letter by Roy L. Houck III to Ken Fordice makes a formal demand for payment of claims totalling $85,809.44 plus interest to date of $19,295.00 for a total of $105,104.44.

June 13, 1983 - During a meeting in my office, you offered to settle all claims for $70,000.00 + interest + return of liquidated damages + $1,650.00 for outliers. I told you that I had reached a finding of no merit on the guardrail flare and the rock under guardrail claims. I did agree to review your other claim items and get back to you with an answer.

July 7, 1983 - I offered $55,000.00 as settlement of all claims including interest. You did not accept my offer and I agreed to have my staff review their analysis of your costs for the disputed items.

July and August, 1983 - State personnel reviewed your costs. This process included a number of calls obtaining additional information from members of your firm.

September 1, 1983 - During a telephone conversation, I told you my previous offer of $55,000 was still valid and would not be changed.

November 16, 1983 - You reviewed Construction Office files related to the analysis of your claim costs.

My $55,000 July offer to settle all claims including interest was analyzed and reviewed extensively by employees of the Highway Division prior to my offer and, at your request, subsequent to the offer. I remain convinced this is an equitable offer and find no justification to alter it.

Sincerely,

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

WES:KM:mk

cc: O. B. Jackmond
Jim Gix

KM/L8

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co., Inc. No. 9368	Lake Rd. @ Oatfield Rd./34th (Milwaukie) & Oatfield Rd. @ SE Aldercrest Dr. Clackamas Co.	June 1, 1983
Dirt & Aggregate Intche., Inc. No. 9361	Glencoe Rd. & W. Union Rd. (North Plains) Washington Co.	June 1, 1983
Fabricators, Inc. No. 9297	Cape Cr. Tunnel-Sutton Lake Lane Co.	June 10, 1983
Hertz Electric, Inc. No. 9531	Pac. Hwy. W. @ N. Killingsworth St. (Portland) Multnomah Co.	June 20, 1983
Gervais Const., Inc. No. 9306	Ash Creek Bridge #4599A Polk Co.	June 21, 1983
Tice Electric Co. No. 9510	Columbia River Br. (N & S Channels) Mult. Co., Oregon & Clark Co., Wash.	June 27, 1983
Gresham Paving, Inc. No. 9404	Denny Rd.-Hart Rd. (Beaverton) Washington Co.	June 27, 1983

June 30, 1983

Werner E. Schwartz
W. E. Schwartz, P.E.
Asst. State Highway Engineer

RECEIVED
STATE HWY ENGR
JUL 20 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

FABRICATORS INCORPORATED

2705 LANCASTER DRIVE N.E. • SALEM, OREGON 97303 • PHONE (503) 363-2479

June 24, 1983

Mr. Ellis Jones
Project Manager
2191 E. 15th Ave.
Eugene, OR 97401

Re: Cape Creek Tunnel - Sutton Lake, OSHD 9297

Dear Ellis:

It was my understanding that the additional billing for trucking which was resubmitted by hand at our meeting during the week of January 15, 1983, in the amount of $9,655.57 on Force Account #1 had been approved and was to be included in the estimate on the above referenced project. We would like to know why it was not.

Sincerely,

Roy L. Houck, Jr.
President

RLH:slk

cc Patrick Schwartz,
Asst. Highway Engineer
140 Transportation Bldg.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 27 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8

June 22, 1983

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9297

Gentlemen:

On June 16, 1983, we wrote to youconcerning release of final payment on Contract No. 9297 awarded to Fabricators, Incorporated for work on the Cape Creek Tunnel-Sutton Lake Section of the Oregon Coast Highway in Lane County.

Final payment on this contract is $8,633.14. The total contract amount is $1,568,608.96 including $104,671.25 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ka

cc: Fabricators, Incorporated
2705 Lancaster Dr., N.E.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
James J. Gix

9297 L

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-2-3(7)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10113

2A. COUNTY NAME Lane

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/12/82

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Cape Creek Tunnel - Sutton Lake

11. GENERAL DESCRIPTION OF WORK
Remove and relocate approximately 150 L.F. existing extruded curb at east side of Sea Lion Caves parking lot.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 7/12/82 as requested in Mr. Keasey's letter of 8/31/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC $900 Federal Funds $794.

RECEIVED
STATE HWY ENGR
SEP 13 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 9/8/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9297

August 30, 1982

Ray Wells, Inc.
P. O. Box 1609
Florence, OR 97439

CON 5
#9297

Attention: J. Camera

Gentlemen or Ladies:

Thank you for your letter of August 24 notifying us that your claim against Hopsing Construction and Fabricators has been paid.

This appears to be in connection with a claim filed on June 14, 1982, in the amount of $2,203.87 on Contract No. 9297 for work on the Cape Creek Tunnel-Sutton Lake Section of the Oregon Coast Highway in Lane County.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

Fabricators, Incorporated
2705 Lancaster Dr., N.E.
Salem, OR 97303

TED
8-30-82 dmc

Ray Wells, Inc.
Road Construction

- Sand & Gravel
- Redi-Mix Concrete
- Crushed Rock
- Rip Rap
- Asphalt

August 24, 1982

Robert W. Gormsen
Department of Transportation
Transportation Building
Salem, Or. 97310

Dear Mr. Gormsen:

This is to notify you that our claim against the bonds of Hopsing Construction/Fabricators, Inc. has been paid.

Thank you for your attention to this matter.

Sincerely,

J. Camera
Ray Wells, Inc.

RECEIVED
AUG 25 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Phone 997-8247 • P.O. Box 1609 • Florence, Oregon 97439

9297

REPORT NO. 55

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CAPE CREEK TUNNEL-SUTTON LAKE

WEEK ENDING: 31 JULY 1982

SECTION PREFIX: 20-1039

HIGHWAY: OREGON COAST

COUNTY: LANE

NAME OF JOB: CAPE CK. TUNNEL-SUTTON LAKE

KIND OF WORK: GRADING.PAVING

CONTRACTOR: FABRICATORS,INC.

CONTRACT NUMBER: 9297

FEDERAL AID PROJECT NUMBER: FR-2-3(7)

DATE OF CONTRACT: 4 JUNE 1981

DATE WORK STARTED: 16 JULY 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 4

MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 175 CD

WORK DAYS USED:

CALENDAR DAYS USED: 181

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 103.4%

PROJECT AUTHORIZATION: $ 1721676.04

EXCLUSIVE OF ENGINEERING: $ 1599245.74

ENGINEERING AUTHORIZATION: $ 122430.30

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1573468.00 *

ENGINEERING COST TO DATE: $ 162594.62

THIS WEEK: 0.0

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98.4%

DATE PROJECT WAS COMPLETED: 5 JANUARY 1982

ESTIMATED PERCENT: UNDERRUN 1.6 %

PERCENT OF AUTHORIZATION: 132.8 %

*NOTE: Estimate includes liquidated damages and price adjustment for non spec A/C material.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	EXCAVATION GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	GUARDRAIL	
	100.%	100.%	100.%	100.%		100.%	

	EXCAVATION GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	6.31	6.31			6.31
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2900.0 CY	10900.0 TN			36800.0 TN
TOTAL QUANTITIES CORRECTED TO DATE	611.3 CY	9150.3 TN			37573.7 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	611.3 CY	9150.3 TN			37573.7 TN
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	JT.SEAL 1113	JT.SEAL 1741-B						
PERCENT	100.%	100.%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	PARTLY CLOUDY	0		
TUESDAY	PARTLY CLOUDY	0		
WEDNESDAY	MOSTLY CLOUDY	0		
THURSDAY	MOSTLY CLOUDY	0		
FRIDAY	MOSTLY CLOUDY	0		
SATURDAY		0		

CE K
CAE
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RECEIVED
AUG 2 1982
CONSTRUCTION SECTION

OM
CA
LS
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FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Cape Creek Tunnel-Sutton Lake - for week of July 25 thru 31, 1982.
MONDAY	Fabricators: Replaced A.C. patch north of Sea Lion Caves. Replaced bridge joint sealer on Cape Creek bridge. Third Notification submitted.
TUESDAY	No activity rest of week.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: Replaced A.C. patch north of Sea Lion Caves and replaced bridge joint sealer on Cape Creek bridge.

Next week: No activity planned.

NOTE: Project work complete. Semi-final to be submitted by 31 July 1982.

FINAL REPORT

SIGNED Ellis H Jones LOCATION Eugene

Ellis H. Jones, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

9297 CL-82-105

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUL 13 1982
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
13 1982
NORMA PAULUS
SECRETARY OF STATE

July 12, 1982

IN REPLY REFER TO FILE NO.:
CON 5
#9297

Ray Wells, Inc.
P. O. Box 1609
Florence, OR 97439

Gentlemen:

This will acknowledge your letter of June 14 addressed to Corroon & Black of Oregon and the Department of Transportation concerning a claim against Hopsing Construction Company for concrete and stand-by time in the amount of $2,203.87.

The claim states this is in reference to the Fabricators, Incorporated Contract No. 9297 for work on the Cape Creek Tunnel-Sutton Lake Section of the Oregon Coast Highway in Lane County.

The Industrial Indemnity Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Fabricators, Incorporated
2705 Lancaster Dr., N.E.
Salem, OR 97303

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

7/16/82 js

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Ray Wells, Inc.
Road Construction

- Sand & Gravel
- Redi-Mix Concrete
- Crushed Rock
- Rip Rap
- Asphalt

June 14, 1982

Coroon & Black of Oregon
1600 S.W. 4th
Portland, Or.

Re: Hop Sing Construction

Concrete Charges

Lane County, Cape Cr. Tunnel-Sutton Lake Sec. Oregon Coast Highway Project #2-Lane Co. of May 28, 1981

12/10/81	8 yds. Concrete @ $58.00	$ 464.00
	6 Minutes Stand-by time @ $1.00	6.00
12/11/81	8 yds. Concrete @ $58.00	464.00
	16 Minutes Stand-by time @ $1.00	16.00
12/16/81	8 yds. Concrete @ $58.00	464.00
	16 Minutes Stand-by time @ $1.00	16.00
12/16/81	2 yds. Concrete @ $58.00	116.00
	19 Minutes Stand-by time @ $1.00	19.00
12/21/81	8 yds. Concrete @ $61.00	488.00
12/21/81	1½ yds. Concrete @ $75.25	112.87
	38 Minutes Stand-by time @ $1.00	38.00
	TOTAL	$2,203.87

To: State of Oregon, Dept. of Transportation, Highway Div.

Notice is hereby given that the undersigned Ray Wells, Inc. has a claim for concrete and stand-by time in the sum of $2,203.87 against the bond taken from Hop Sing Construction for the work on the Lane County, Cape Cr. Tunnel-Sutton Lake sec. Oregon Caost Highway Project #2 Lane Co. of May 28, 1981.

Ray Wells

Ray Wells
President
Ray Wells, Inc.

cc: Hop Sing Construction
State of Oregon, DOT, Highway Div. ✓
Secretary of State

RECEIVED
COMPARED ☐
JUN 16 1982
ORIG. CHECK ☐
EXT. CHECK ☐
COST DIST. ☐

RECEIVED
JUN 17 1982
COMM[illegible]
DEPARTMENT OF TRANSPORTATION

RECEIVED
JUN 16 1982
A/C PAYABLE

Phone 997-8247 • P.O. Box 1609 • Florence, Oregon 97439

9297 CL-82-117

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
13
[illegible] A PAULUS
[illegible] OF STA

July 12, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9297

Minor, Yeck & Beeson, P. C.
Attorneys at Law
P. O. Box 510
Newport, OR 97365

FILED
JUL 13 1982
NORMA PAULUS
SECRETARY OF STATE

Attention: Evan P. Boone

Gentlemen:

This will acknowledge a copy of a letter addressed to the Secretary of State with an attached Notice of Claim dated June 25, 1982, from Kauffman Crushing, Inc., dba Eckman Creek Quarries, for labor and materials in the amount of $3,438.56 plus service charges on a previous balance.

The claim states this is in connection with the Fabricators, Incorporated Contract No. 9297 for work on the Cape Creek Tunnel-Sutton Lake Section of the Oregon Coast Highway in Lane County.

The Industrial Indemnity Company furnished the bond on this contract. We will advise them and the prime contractor of the receipt of this claim.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Fabricators, Incorporated
2705 Lancaster Dr., N.E.
Salem, OR 97303

7/16/82 JS

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

bc: ✓ Secretary of State - We note that the attached claim was filed directly by the attorney. Please advise us of the claim number and filing date on the enclosed copy of this letter.

MINOR, YECK, & BEESON, P. C.
ATTORNEYS AT LAW
236 W. OLIVE ST.
P. O. BOX 510
NEWPORT, OREGON 97365

J. CHRISTOPHER MINOR
FRED A. YECK
RICHARD D. BEESON
EVAN P. BOONE
KENT L. HICKAM

TELEPHONE:
(503) 265-8888

Secretary of State
State Capitol Building
Salem, Oregon 97310

RE: Department of Transportation, State Highway Division,
Contract No. 9297.

Dear Secretary:

This office represents Kauffman Crushing, Inc. Enclosed herein please find a Notice of Claim filed by Kauffman Crushing against Fabricators, Inc., which is the General Contractor for the State Highway Division Contract No. 9297. This claim is being filed pursuant to ORS 279.528.

Please indicate on the enclosed post card when the Notice of Claim was filed, and return the post card to me.

Sincerely yours,

MINOR, YECK & BEESON, P.C.

Evan P. Boone

EPB:mlf
Enc.
cc: H. Kauffman
Thomas B. Brand
Industrial Indemnity Co.
Robert W. Gormsen

RECEIVED
JUN 29 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: Secretary of State
State of Oregon

NOTICE HEREBY IS GIVEN THAT THE UNDERSIGNED KAUFFMAN CRUSHING, INC., dba Eckman Creek Quarries, has a claim for labor, rock, and other road materials in the sum of $3,438.56, together with service charges at the rate of two percent (2%) per month on the previously existing balance of $10,304.43 from January 1982 through March 1982, and thereafter service charges on the balance of $3,438.56 from April 1982 and such additional months that the bill remains unpaid. The above-referenced sum is a claim against the bond taken from ~~Land~~ Fabricators, I ~~Management Services, Inc~~. and Industrial Indemnity Company, H.K. Surety, for the work of grading and paving roadway located in the Cape Creek Tunnel-Sutton Lake area, as more particularly described in Oregon State Highway Division Contract No. 9297.

KAUFFMAN CRUSHING, INC., dba
ECKMAN CREEK QUARRIES

By: Harold Kauffman
Harold Kauffman, President

SUBSCRIBED AND SWORN TO before me this 25 day of June, 1982.

Peggy L. Kauffman
Notary Public for Oregon
My Commission Expires: 8/7/84

Peggy L. Kauffman
PEGGY L. KAUFFMAN
NOTARY PUBLIC – OREGON
My Commission Expires 8/7/84

RECEIVED
JUN 29 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9297 2.

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

May 4, 1982

CON 5 #9297

Fabricators, Incorporated
2705 Lancaster Drive N.E.
Salem, OR 97303

RE: Time Extension Request
Cape Creek Tunnel-Sutton Lake
Contract No. 9297
FAP #FR-2-3(7)

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 18 calendar days is granted due to the Extra Work performed under EWO No. 4.

The second reason for additional contract time stated in your letter, a minor variation in estimated contract quantities, is not a valid reason and I understand you have requested that we not rule on that portion of your request at this time. There remains six (6) calendar days of liquidated damages under this contract.

Should you wish to submit additional data, please contact Project Manager Ellis Jones.

Sincerely,

Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

CTK:cb

bc: W. E. Schwartz (att. 1 ltr.)
A. E. Shirley "
E. Jones "
FHWA
Bob Church

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 4 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3123

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
2191 E. 15th Avenue
Eugene, Oregon 97403

FILE: CON 5

20 April 1982

FROM: Ellis H. Jones
Ellis H. Jones, Project Manager

TO: A. Shirley, Region Engineer

SUBJECT: Cape Creek Tunnel-Sutton Lake
Contract: 9297
Prefix: 20-1039
Request for Extension of Time

The contractor, Roy L. Houck, III, has suggested that his request for a time extension be considered now, but in two parts. He wants immediate consideration for the eighteen days used to initiate and complete the installations required by Extra Work Order #4 and that were charged from 19 December 1981 through 5 January 1982 inclusive.

While the subcontractor, Hopsing Construction Company, had scheduled this work to be completed in the four days before Christmas, he was delayed by an unanticipated problem in obtaining the galvanized steel guard rail posts (domestic steel, see Art. 106.17). He then planned to complete the work between 28 December and 31 December 1981 but by the time all of the arrangements had been made to obtain the domestic steel, fabricate the posts ship to the galvanizers, etc. the full twelve day "gap" had been charged to the job.

In any event, since all other work on the project had been completed subject to final acceptance, I recommend that these 18 days that were used to complete extra work be granted without penalty at this time and with the understanding that the contractor has retained the right to provide additional documentation, etc., to reduce or eliminate the other 6 days charged against the contract with a supplemental request.

RECEIVED
APR 20 1982
CONSTRUCTION SECTION
CE CAE FOE QCS SCS EEO
OM CS LG TC FE CP

EHJ/fs
Enclosures: Contractor's Request for Time Extension
Letter from Fabricators, Inc.
Graph of Calendar Day charges

Not received.

cc: File

ROSEBURG REGION
RECEIVED
APR 2 1982
RE RME ROE ROE TE
RUE DES RSR RPR RLE
GEO. FAE RBI AA ATE

4-26-82
O.B. JACKMOND ✓ – I RECOMMEND THAT 18 days be APPROVED TO COVER WORK DONE ON EWO #4 AFTER SUBSTANTIAL COMPLETION

CC: E. JONES.

CL-82-57
9297

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
APR 5 1982
NORMA PAULUS
SECRETARY OF STATE

April 2, 1982

IN REPLY REFER TO
FILE NO.:
CON 5
#9297 & 9301

Kauffman Crushing, Inc. dba
Eckman Creek Quarries
P. O. Box 540
Waldport, OR 97394

Attention: Harold L. Kauffman

FILED
APR 5 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge your letters of March 15 and 19, with attachments, filing a claim against Febricators, Inc., for labor and material furnished on the following two State highway jobs:

> Contract No. 9301 for paving on the Davis Slough-Bullards Bridge Section of the Oregon Coast Highway in Coos County. Total amount of claim $589.39. OK
>
> Contract No. 9297 for work on Cape Creek Tunnel-Sutton Lake Section of the Oregon Coast Highway in Lane County. Total amount of claim $11,410.45. OK

Industrial Indemnity Company furnished the bonds on these two projects. We will advise the surety and the contractor of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been paid. 4-8-82

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
[illegible]

dmc

cc: Fabricators, Incorporated
2705 Lancaster Dr., N.E.
Salem, OR 97303

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claims on the enclosed copy of this letter.

KAUFFMAN CRUSHING, INC dba
ECKMAN CREEK QUARRIES
P.O. Box 540
Waldport, Oregon 97394

Eckman Creek Road
(503) 563-3564

March 19, 1982

Department of Transportation
Room 121 Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen   Re: Fabricators Inc.

Gentlemen:

This is in response to your request for a breakdown of the amounts referred to in our letter of March 15th.

Cape Creek Tunnel - Sutton Lake Paving Contract
#9297

Principal	$10,967.37	
Interest to 2/28	443.08	
		11,410.45

Davis Slough-Bullards Bridge Contract #9301

Principal	$ 566.50	
Interest to 2/28	22.89	
		589.39
Total Due		$11,999.84

Should you have any further questions please do not hesitate to call.

Sincerely,

H. L. Kauffman

Harold L. Kauffman
President

HLK:pl

RECEIVED

KAUFFMAN CRUSHING, INC *dba*
ECKMAN CREEK QUARRIES
P.O. Box 540
Waldport, Oregon 97394

Eckman Creek Road
(503) 563-3564

March 15, 1982

Department of Transportation
Room 121 Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen

Re: Cape Creek Tunnel-Sutton
Lake Paving Contract #9297

Gentlemen:

This is to advise you and/or the proper authority that as of this date we have not received payment as described by the enclosed letter copy.

The amount indicated is for equipment rental, some materials and some services. The majority of the direct labor involved on the site was paid by Fabricators Incorporated.

The work consisted primarily of paving the driveway and mailbox approaches. There was also some patching and work along the guardrails.

We have no proper job description or contract number for the work in the Coos Bay area but it too consisted of patching type work along guard rails. This must have been related to a previous contract.

We would appreciate knowing the procedures for securing payment according to the bonding requirements of these contracts.

Sincerely,

ECKMAN CREEK QUARRIES

Harold L. Kauffman
President

cc: Ellis Jones

March 5, 1982

Fabricators Incorporated
2705 Lancaster Drive N.E.
Salem, OR 97303

Attn: Roy L. Houck III

Gentlemen:

I was disappointed in not hearing from you last month.

We have now reached a point in time where circumstances are such that we can no longer continue to carry receivables such as this. The amount due to date is $11,999.84.

Should there be any questions, please do not hesitate to contact us. We would appreciate knowing what you plan to do by March 12th so we can plan and proceed accordingly.

Sincerely,

[illegible]

Harold L. Kauffman
President

RECEIVED
MAR 16 1982
COMMERCIAL [illegible]
DEPARTMENT OF TRANSPORTATION

HLK:pl

Principal billed 8/21 $11,533.67
Jan s/c 203.68
Feb s/c 262.49
11,999.84

STATEMENT

KAUFFMAN CRUSHING, INC DBA
ECKMAN CREEK QUARRIES
P.O. BOX 540
WALDPORT, OREGON 97394

Fabricators Incorporated
2705 Lancaster Drive N.E.
Salem, OR 97303

AMOUNT OF REMITTANCE
$

PLEASE TEAR OFF AND MAIL TOP PORTION WITH REMITTANCE

T 42868 256 R24086X

		DATE	REF.	DESCRIPTION	CHARGES	✓	CREDITS	BALANCE
	FWD.			PREVIOUS BALANCE				
	1	12/15		Cape Cr. - Sutton				
	2			Lake Project	9565 87			9565 87
	3	12/15		Coos Bay Proj.	566 50			10132 37
	4	12/22		Patching etc	1401 50			11,533 87
	5							
	6							
	7							
	8							
	9							
	10							
	11							
	12							

RECEIVED
JAN 04 1982

FORM NO FP 2005 MOORE BUSINESS SYSTEMS

PLEASE PAY LAST AMOUNT SHOWN IN THIS COLUMN

KAUFFAMN CRUSHING, INC DBA
ECKMAN CREEK QUARRIES
P.O. BOX 540
WALDPORT, OREGON 97394

RECEIVED
[illegible]

9297

3-5-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-2-3(7)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10113

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/27/82
8. FEDERAL ROUTE NUMBER Primary 2
9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Cape Creek Tunnel - Sutton Lake Section

11. GENERAL DESCRIPTION OF WORK
Install amber, dual reflective pavement markers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 1/27/82 as requested in Mr. Keasey's letter of 2/26/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $1,500 Federal Funds $1,323.

RECEIVED
STATE HWY ENG.
MAR 9 '82
REFER TO

14. DATE 3/3/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

9297

5687

files

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 16 1981
NORMA PAULUS
SECRETARY OF STATE

December 14, 1981

RECEIVED
DEC 16 1981
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.

CON 5
#9297

Ray Wells, Inc.
P. O. Box 1609
Florence, OR 97439

Attention: Ray Wells, President

Gentlemen:

This will acknowledge receipt of your letter of December 2, 1981, concerning a claim for equipment storage in the amount of $4,500 against the bond on a contract with Roy L. Houck Construction.

Contract No. 9297 was awarded to Fabricators, Incorporated, and covers work on the Cape Creek Tunnel-Sutton Lake Section of the Oregon Coast Highway in Lane County.

The Industrial Indemnity Company furnished the bond on this contract. We will advise the surety of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been satisfied.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Fabricators, Incorporated
2705 Lancaster Dr., N.E.
Salem, OR 97303

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD

12-18-81

Ray Wells, Inc.
Road Construction

- Sand & Gravel
- Redi-Mix Concrete
- Crushed Rock
- Rip Rap
- Asphalt

December 2, 1981

Roy L. Houck, Const.
2705 Lancaster Dr. N.E.
Salem, Or. 97305

Equipment Storage Charges

Lane County, Cape Cr. Tunnel-Sutton Lake Sec.
Oregon Coast Highway
Project #2-Lane Co. of May 28, 1981

Equipment Stored at Berry Creek Quarry:

August 1981	$ 1500.00
September 1981	1500.00
October 1981	1500.00
Total	$ 4500.00

To: State of Oregon, Dept. of Transportation, Highway Div.

Notice is hereby given that the undersigned Ray Wells, Inc. has a claim for eqiupment storage at our quarry in the sum of $4500.00 against the bond taken from Roy L. Houck, Const. for the work on the Lane County, Cape Cr. Tunnel-Sutton Lake sec. Oregon Coast Highway Project #2-Lane Co. of May 28, 1981.

Ray Wells
Ray Wells
President
Ray Wells, Inc.

RECEIVED
DEC 9 - 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
DEC 4 1981
HIGHWAY ACCOUNTING

Phone 997-8247 • P.O. Box 1609 • Florence, Oregon 97439

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

TO: Marion Craft
Gerald Wimer
James Gix
Robert Pool
Bob Hector

DATE: June 2, 1981

RECEIVED
STATE HWY ENGR
JUN 2'81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H. S. COULTER

FROM: Duane O. Christensen
for Construction Operations Engineer

SUBJECT: Quality of Construction in Asphalt Paving

[illegible]

Considerable concern has been expressed during the past several weeks over the fact that we are not getting high quality asphalt pavements on our construction projects. During the past construction season several projects ended up being of low quality and we were criticized by FHWA. Also, the recently distributed "1979 Highway Condition and Quality of Highway Construction Survey Report", published by FHWA, stated that our quality of construction has declined since the previous survey done in 1976.

Several measures have been taken and/or are in the process of implementation to improve our quality of construction this season:

1. A seminar on "Segregation - Causes and Cures" sponsored by the Asphalt Pavement Association of Oregon was presented in Eugene in March and another is scheduled for Baker on May 27th. The Eugene one was well attended and very informative. A copy of a technical paper by J. Don Brock is attached for your review. Many of the items discussed relate to the problems we have been experiencing and many of the recommendations to minimize problems are also contained in our present specifications, but have not been enforced in all cases.

2. A quality assurance statistical specification for asphalt concrete pavement has been developed and is to be used on two projects on the May 28, 1981 bid letting. These two projects are the "Cape Creek Tunnel-Sutton Lake Section" and the "Dodge Canyon Creek-Westwood Street Section". This specification places more of the control and burden on the contractor with the State's acceptance testing being done behind the paver at points randomly selected. The results from these two projects will be used to further refine the specification and determine the degree to which this specification should be implemented.

3. We are in the process of reviewing our existing specifications and problem areas. Within the next few weeks we will be issuing some guidelines for strengthening our enforcement of these specifications.

4. Effective immediately, on projects with a significant amount of paving, Jim Wilson and Dave Glenn are to be contacted by you and a schedule developed whereby they can meet with you and the resident engineer on the job site during an appropriate time early in the paving process. The purpose being to get the paving off to a good start and develop uniform, high quality statewide levels for asphalt paving.

Please take necessary steps to provide training where needed, timely inspection and enforcement of the specifications so that we may produce high quality asphalt pavements.

DOC:mk

cc: H. S. Coulter
John Jenkins
Jim Wilson
Dave Glenn
G. K. Hossner, FHWA

9277

9

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR / /

May 28, 1981 Bid Letting ____________ All Clear Deadline

SECTION Cape Creek Tunnel-Sutton Lake
Highway Oregon Coast
County Lane Region 3
Type of Work Overlay Funds FA (RRR)
State ____ Consultant ____ Plans Avail. ___Yes ___No

DOCUMENTS:

3 Exc

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:

Need Noise study

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☐

9297 4-27-81 2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-2-3(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10113

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/29/81

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Cape Creek Tunnel - Sutton Lake Section

11. GENERAL DESCRIPTION OF WORK
Pavement Overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Perm and Temp. Pavement Striping S.F. $8,600
Asphalt Cement Adj. $65,000
On the job trainee $800
Anti-Stripping additives $4,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 4/27/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,787,000 Federal Funds $1,575,776.

A signed copy of the Title Sheet is returned herewith.

(Reduce obligation of funds TEC $133,600 Federal Funds $117,804)

RECEIVED
STATE HWY ENGR
MAY 4'81
REFER TO Moehring
FOR
Info Inves. R/D D/F Sign Act File

Orig. (2) 5-4-81 w/att

14. DATE 4/29/81

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9297 2-17-81 L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-2-3(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
E.J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10113

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/17/81

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Cape Creek Tunnel - Sutton Lake Section

11. GENERAL DESCRIPTION OF WORK
Pavement Overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/13/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $1,920,600 Federal Funds $1,693,580.

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO Moehring
FOR
Sign File

14. DATE 2/17/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Acting Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9297

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 13, 1981

In Reply Refer to
File No.: PRO 6-2

TO: E. J. Valach, Acting Division Administrator
Federal Highway Administration

FROM: D. E. Swan Original Signed By D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10113
Project No. FR-2-3(7)
Cape Cr. Tunnel-Sutton Lake Section
Lane County

Attached support data consists of PR-1 forms with project maps.

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $1,920,600 with an obligation of $1,693,580 in Federal funds.

JLG:pf
Attachment

cc: Lou Olson
General Files

9297

2.

STATE OF OREGON 1859

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 11, 1981

DES 16-1

Mr. E. J. Valach
Acting Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attn. Glenn K. Hossner

NOTE
H.S.COULTER

Dear Sir:

Cape Creek Tunnel-Sutton Lake Section
Oregon Coast Highway
Lane County

The primary purpose of this project is to extend the service life, restore the pavement section and skid resistance of the pavement with a 5-inch overlay and leveling plus a 1 1/2-inch future lift. The proposed work also involves adding a 16-foot wide passing lane 1,200 feet long, including tapers, and paving 23 existing turn-outs and viewpoints. This section is 6.31 miles in length, with an ADT ranging from 3,250 to 3,550.

The typical section is proposed as 32 feet in width (two 12-foot lanes with 4-foot shoulders).

There are two R.C. box beam structures (slide viaducts); one 30 feet wide by 143 feet in length, and one 30 feet wide by 165 feet in length. Both structures are wider than the approach roadway of 24 feet and are therefore of satisfactory width to leave in place for RRR projects. This has been discussed by telephone and tentatively approved by Mr. Bryant.

We are also upgrading the guardrail by adjusting and adding some new runs.

This project has been justified on a cost/benefit ratio and has been thoroughly reviewed by our Region staff, Traffic Section and Design staff in terms of obtaining the maximum safety benefits and upgrading possible within the limited money available.

RECEIVED
STATE HWY ENGR

FEB 12 '81

REFER TO

FOR

Info	Inves	[illegible]	Draft	Sign	Act	File

We are submitting this letter to you as documentation, as requested in your letter of February 15, 1978 entitled "Exceptions to Minimum Design Criteria, Non-Interstate Federal-Aid Projects for Pavement Resurfacing".

This project is scheduled for the September 24, 1981 bid letting.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

bc H. S. Coulter
E. S. Hunter
F. E. Terpin
Alfred Shirley, Jr.
W. E. Cole

WEC:ja

7297 9

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: March ~~4~~ 15, 1980

FROM: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

SUBJECT: V. E. Proposal
Cape Creek Tunnel-Sutton Lake
Oregon Coast Highway
Lane County

REFERRED TO Dof
Stoudenmeyer
Board WEC Sample
✓ Cole Watson
Eriksen Lou
Dorn
Hager File Copy Due
[✓ Return] ~~Discuss~~ Do
BY FINAL DESIGN ENGINEER

Reference V.E. proposal dated February 28, 1980.

Mainline Overlay

This project is being prepared for an April bid opening. Specifications for sulfur extended asphalt will not be ready to permit its use on this project. I recommend we proceed with an April letting for this project and not specify sulfur extended asphalt as an alternate.

Turnouts and Viewpoints Overlay

I agree with the V.E. team's recommendation to eliminate some of the turnouts and to utilize three different typicals for overlaying and feathering out on them depending on the usage. These proposals have been discussed with the field and they are in agreement. Plans are being revised to incorporate this change.

No shoulders on this section, retain turnout for emergency Parking

DOC/db

cc: E. S. Hunter
A. Shirley
S. H. Macnab
D. Stoudenmeyer
J. Sullivan

RECEIVED
MAR 07 1980
ROAD DESIGN SECTION

1 Versteeg ✓
Anderson
2 Christensen DOC
Olson
Sullivan
Terpin
Trout
Wakerlig

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Bring Up
Action

3-10-80
Discussed turn outs in question with Resident Engr & District Engr. They indicate turnouts being eliminated are in dangerous locations as far as getting on-off highway and they do desire to make them not useable DOC

J.H. 3-11-80

9277

4

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: March 4, 1980

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

FROM: Duane O. Christensen
Final Design Engineer

NOTED
E. S. HUNTER

SUBJECT: V. E. Proposal
Cape Creek Tunnel-Sutton Lake
Oregon Coast Highway
Lane County

Reference V.E. proposal dated February 28, 1980.

Mainline Overlay

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DOC/db

cc: E. S. Hunter ✓
A. Shirley
S. H. Macnab
D. Stoudenmeyer
J. Sullivan

RECEIVED
TECHNICAL SERVICES
MAR 7 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9277

STATE OF OREGON

INTEROFFICE MEMO

TO: D. O. Christensen
Final Design Engineer

DATE: February 28, 1980

FROM: Value Engineering Unit

SUBJECT: V. E. Proposal
Cape Creek Tunnel-Sutton Lake
Oregon Coast Highway
Lane County

Current estimate for this project is about $2.1 million. Two major cost items are the mainline overlay at $1.5 million and the overlay of turnouts and view points at $160,000.

MAINLINE OVERLAY

[illegible]

A significant saving in the base design could not be found during the V.E. review. However, the price of asphalt for this contract is estimated at $200 per ton - an increase of $60 over current prices. At this price, use of sulfur extended asphalt (SEA) as an alternate for bidding appears justified. Based on a mix design with 5.29% Asphalt cement at $200 per ton and 2.26% sulphur at $70 per ton, a savings of $30,000 - $50,000 (could result).

Federal funds for a demonstration project might be available for the project since the City of Portland has cancelled their SEA demonstration project. These funds would pay $1.50 per ton up to 25,000 ton for the extra cost of the SEA design and $30,000 for the evaluation phase. It is the team's suggestion that a SEA design be bid as an alternate on this project and that Federal demonstration fund be applied for.

TURNOUTS & VIEWPOINTS OVERLAY

The primary functions for the proposed work in the viewpoints and turnouts are 1) meet the grade of the overlay - 5" differential and 2) reduce maintenance costs.

The present design calls for nine-inches of aggregate base and two-inches AC in all 29 turnouts and viewpoints. Cost of this work is $160,000.

Data collected during the V.E. Study indicates that some of the turnouts could be eliminated on the basis of size and usage; some have 1 1/4" - 1 1/2" of AC already on them; and some with low volume usage do not need extensive work to provide adequate service.

Based on this information, the V.E. team recommends that three typicals instead of one be used for this work. Attached are the suggested typicals and revised quantity tables for each turnout and viewpoint. Estimated cost of this work is $86,100.

3-3-80
Revising as noted

Contains Recycled Materials
81-125-1387

SP*75683-125

Implementation of this proposal will result in a savings of $73,900 for a savings to cost ratio of 50:1. This design will reduce aggregate requirements by 2,880 tons and asphalt cement requirements by 27 tons.

Further savings would be possible if a lower standard were used for the base design in the parking areas. A reduction in depth of aggregate base from nine inches to a minimum of six inches would reduce that item by 810 tons and excavation by 420 cubic yards. Additional savings would be about $17,000.

Gregg says no

SHM:pf

cc: E. S. Hunter
J. H. Versteeg

Versteeg
Anderson
I Christensen
Olson
pme Sullivan Copy
Terpin
Trout
Wakerlig
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FEB 28 1980
ROAD DESIGN SECTION
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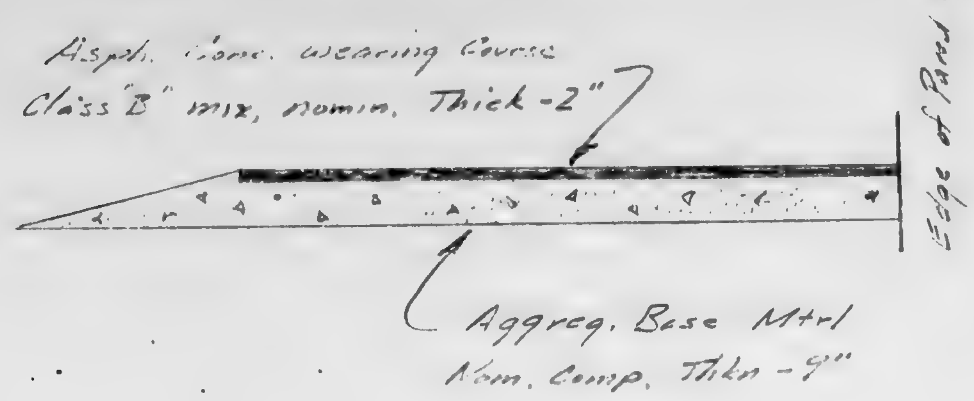
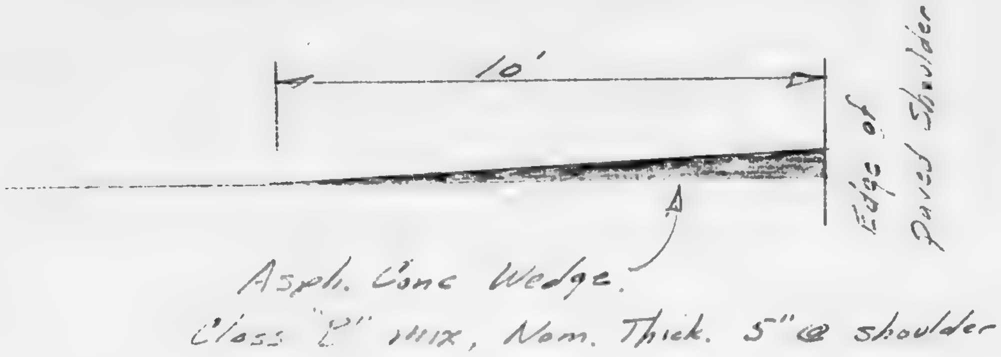
PROPOSED DESIGN

View points & Turnouts Typicals

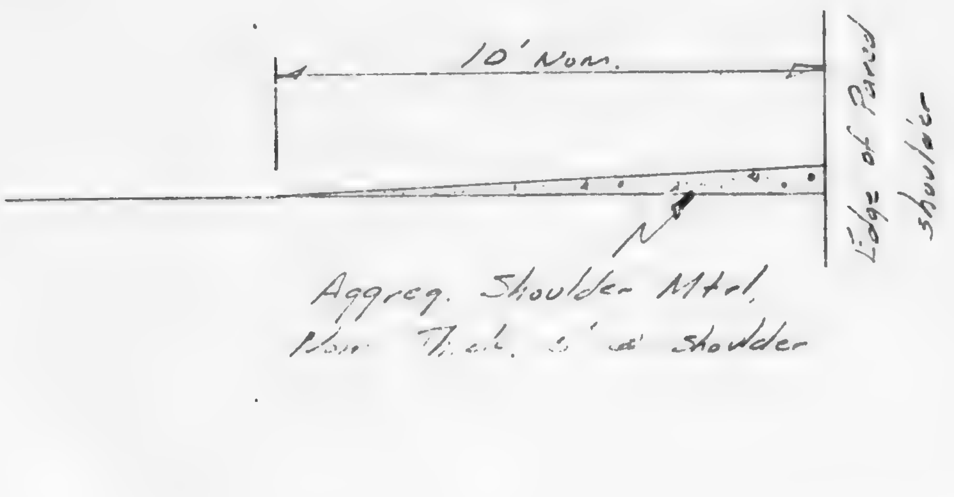
Rock & Pave - Typical #1


Asph. Conc. wearing Course
Class "B" mix, nomin. Thick - 2"
Edge of Paved shoulder
Aggreg. Base Mtrl
Nom. Comp. Thkn - 9"

Paved Wedge - Typical #2


10'
Edge of Paved Shoulder
Asph. Conc Wedge.
Class "B" mix, Nom. Thick. 5" @ shoulder

Rock Wedge - Typical #3


10' Nom.
Edge of Paved shoulder
Aggreg. Shoulder Mtrl,
Nom. Thick. 5" @ shoulder

STA - STA.	TYPICAL SECTION	CT	RT	GEN. EXC. CU. YDS	AGGREG. BASE TONS	A C MIX TONS	AC IN MIX TONS
334+60 - 338+00	1	✓		76	218	51	3.3
334+60 - 338+00	1		✓	60	173	41	2.7
340+00 - 342+00	3		✓		25		
365+00 - 366+47			✓	ELIMINATE			
347+00 - 349+10			✓	ELIMINATE			
394+00 - 395+90			✓	ELIMINATE			
405+00 - 408+00	3	✓			34		
427+80 - 430+00	3	✓			27		
[illegible]1+00 - 517+72	1	✓		121	347	81	5.3
521+00 - 525+00	1	✓		185	533	125	8.1
528+00 - 530+27	1	✓		67	194	45	2.9
531+00 - 534+00	1	✓		84	242	57	3.7
536+00 - 539+50	1	✓		141	407	95	6.2
541+50 - 543+63	1	✓		36	102	24	1.6
546+00 - 547+26		✓		ELIMINATE			
550+50 - 554+81	1	✓		75	216	51	3.3
561+78 - 564+00	3	✓			30		
566+00 - 567+50			✓	ELIMINATE			
572+00 - 574+50		✓		ELIMINATE			
577+25 - 581+50	2	✓				66	4.2
584+50 - 587+20	2	✓				37	2.4
590+50 - 591+75	3	✓			15		
[illegible]+28 - 599+00	3	✓			22		
605+74 - 607+50	3	✓			25		
618+50 - 620+00		✓		ELIMINATE			
[illegible]33+00 - 635+50	2	✓				36	2.3
636+60 - 638+00	2	✓				19	1.2
642+16 - 646+00	2	✓				41	2.6
648+[illegible]3 - 650+00	2	✓				20	1.3
TOTALS				845	2610	789	51.1

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

Cape Creek Tunnel - Sutton Lake
Or. Coast Hwy
Lane. Co.

Soil Sample Log.

Hole # 1

Sta 334~
40' Lt. of ℄
0-24" deep
clean sand.

Cape Cr. Tunnel - SUTTON LAKE 20-1448-910
Or. COAST Hwy
TURNOUT Comp. LOG.

Sta. 335~ rt. 20' rt of ℄
(FULL TREATMENT)
23" { 1" GRAVEL
10" SILTY SAND.
12" sand

Sta 337~ rt 28' Rt of ℄
(FULL TREATMENT)
22" { 0" GRAVEL
10" SILTYSAND
12" sand

Sta 336 ~ Lt 30' Lt of ℄
(FULL TREATMENT)
24" { 2" 3/4" - OIL MAT
9" 1/4" - dirty gravel
13" CLEAN SAND

Sta 335 ~ Lt 30' Lt of ℄
(FULL TREATMENT)
[illegible] CLEAN SAND.

Sta 337 ~ Lt 25' lt of ℄
(FULL TREATMENT)
24" { 2" 3/4" - OIL MAT
10" 3/4" - 1/4" - dirty gravel
12" sand.

FULL TREATMENT = BASE ROCK + 2" AC SURFACE COURSE

Sta 341~ 15' Rt of ℄
(AGG. RAMP 10' WIDE)

23" { 3" – 1" to 1/4"- CRUSHED RIVER ROCK MIXED w/ SANDING MATERIAL
20" – clean sand

Sta. 347+50 22' Rt of ℄ (ELIMINATE T.O.)

FILL { 24" { 9" clayey silty sand
15" silty sand } w/ pitrun rock 3"-

sta 348+50 30' Rt of ℄ (ELIMINATE T.O.)

26" { 1" sanding gravel
8" silty sand w/ decomp. Rock
17" cleansand w/ decomp. Rock.

Sta. 366~ 26' Rt of ℄ (ELIMINATE TURNOUT)

17" { 1" sanding gravel
8" silty clay
8" silty sand w/ decomp Rock 1/4"- & Large (4-6" dia.) native Rocks

sta 366+50 20' Rt of ℄ (ELIMINATE T.O.)

16" { 1" sanding gravel
6" sandy silty clay
9" silty sand w/ decomp Rock 1/4"- & Large (4-6") native Rocks.

Sta 394+50 20' Lt of ℄ (ELIMINATE T.O.)

28" { 6" sanding gravel & 1/4" - crushed rock
22" silty clay to clay

Sta 395+10 36' Rt of ℄ (ELIMINATE T.O.)

28.5" { 4.5" Sanding gravel & 1/4" - crushed rock
24" silty clay

---

sta. 405+75 24' Lt of ℄ (AGGREG RAMP 10' WIDE)

19" { 3" sanding gravel & 1/4" - crushed rock
16" silty sand.

sta 406+25 30' Lt of ℄. (AGGREG RAMP - 10' WIDE)

29" { 3" sanding gravel & 1/4" - crushed rock
20" silty sand
6" clean sand.

sta 407+10 18' Lt of ℄ (AGGREG. RAMP - 10' WIDE)

18" { 3" sanding gravel & 1/4" - crushed rock
15" silty sand

---

sta. 428~ 20' Lt. of ℄ (AGGREG. RAMP - 10' WIDE)

24" { 4" sanding gravel & 1" - crushed rock
20" silty sand.

sta 429~ 20' Lt. of ℄ (AGGREG RAMP - 10' WIDE)

same as sta 428~

Sta 515~ 30' Lt of ℄ (FULL TREATMENT)

26" { 2" sanding gravel
24" silty clay

Sta 516~ 26' Lt of ℄ (FULL TREATMENT)

18" { 2" sanding gravel
16" silty clay

Sta 517~ 25' Lt of ℄ (FULL TREATMENT)

20.5" { 2.5" sanding gravel
18" silty clay

Sta. 522+50 34' Lt of ℄ (FULL TREATMENT)

24" { 2" sanding gravel & 3/4"-
22" SILTY CLAY

Sta. 524 20' Lt of ℄ (FULL TREATMENT)

17' { 2" sanding gravel & 3/4"-
15" SILTY CLAY

Sta 528+75 41' Lt of ℄ (FULL TREATMENT)

25" { 2" 3/4"- crushed rock and sanding gravel.
4" SILTY CLAY
19" CLAYEY SILT

Sta 531+50 20' Lt of ℄ (FULL TREATMENT)

38" { 2" 3/4"- ; sanding gravel
6" silty CLAY w/ 3"-6" NATIVE ROCK from CUT
30" SILTY CLAY

Form 81-734-3040

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

Hole #2 Sta 531 + 50
20' Lt of ℄
0 - 36" deep
SILTY CLAY - CLAY

Sta 532+75 40 Lt of ℄ (FULL TREATMENT)

38" {
4" 3/4"-
24" clayey SILT
10" SILTY Clay

Sta 533+50 20' Lt of ℄ (FULL TREATMENT)

18" {
3" 3/4"-
15" clay SILT

Sta 538+50 42' Lt of ℄ (FULL TREATMENT)

24" {
2" 3/4"- & sanding gravel
8" silty clayey sand w/ decomp. rock
14" SILTY sand w/ decomp Rock

Sta 542+15 30' Lt of ℄ (FULL TREATMENT)

28" {
2" 3/4"- & sanding GRAVEL
4" decomp. ROCK w/ 3-4" native roc
10" SILTY CLAY
13" CLAY SILT

Sla 544+00 (ELIMINATE V.P.)

27" {
1" 1/2"- & sanding gravel
4" decomp Rock w/3-4" native Rock
10" SILTY CLAY
12" CLAY SILT

Sta 551 + 20 22' Lt of ℄ (FULL TREATMENT)

17"
1" 3/4" - and sanding gravel
6" SILTY CLAY W/ 1 1/2" - NATIVE ROCK
10" SILTY CLAY

Sta 552 + 40 19' Lt of ℄ (FULL TREATMENT)

23"
1" 3/4" -
6" SILTY CLAY W/ decomp Rock and 3"-4" NATIVE ROCK
6" CLAY SILT " " " " " "
10" SILTY CLAY " " " " " "

(3"-4" native rock comes from blasted roadcut)

Sta. 554 ~ 38' Lt of ℄ (FULL TREATMENT)

36"
13" CLAY SILT W/ 3" - RIVER RUN
23" SILT

Sta. 562+50 21' Lt of ℄ (AGGREG ~~[illegible]~~ RAMP -10' WIDE)

13"
1" 1/2" -
6" clay SILT W/ 4" - PIT RUN
6" FRACTURED ROCK W/ clay SILT

sta. 563+25 (AGGREG. RAMP - 10' WIDE)

8"
1" 1/2" -
4" clay SILT W/ 4" - PIT RUN
3" FRACTURED ROCK W/ clay SILT

Sta. 566 + 50 20' Rt of ℄ (ELIMINATE V.P.)

19"
1" 1/4" -
12" SILTY CLAY W/ 3" - NATIVE ROCK/decomp Rock

Sta. 573 ~ 18' Lt of ℄ (ELIMINATE TURNOUT)

19"
1" - 1"- River Run & sanding Gravel
8" SILTY CLAY w/ 3"- NATIVE ROCK and decomp Rock ¼"
10" clay SILT

Sta. 579 ~ 38' Lt. of ℄ (AC RAMP - 10' WIDE)

26"
1" AC
1" ½"- CRUSHED ROCK
5" SILTY CLAY
19" CLAY SILT

Sta 580 ~ 20' Lt of ℄ (A.C. RAMP - 10' WIDE)

17"
1½ AC
1" ½"- CRUSHED ROCK
5" SILTY CLAY w/ decomp rock
10" CLAY SILT

Sta 586 + 50 44' Lt of ℄ (A.C. RAMP - 10' WIDE)

17½"
1½" AC
~~1" ½"- CRUSHED ROCK~~
5" SILTYCLAY w/ River Run Rock 1"-
11" FRACTURED BASALT w/ SILTYCLAY

Sta 591 ~ 20' Lt of ℄ (AGGREG. RAMP - 10' WIDE)

22"
1" ¼"-
9" SILTYCLAY w/ decomp. Rock
12" decomp Rock w/ CLAY SILT

Sta 597+75 22' Lt of ℄ (AGGREG RAMP - 10' WIDE)

12"
- 1" ½" - CRUSHED ROCK
- 1" SILTY CLAY
- 10" FRACTURED BASALT w/ SILTY CLAY

Sta 606~ 28' Lt of ℄ (AGGREG. RAMP - 10' WIDE)

26"
- 6" CLAY SILT w/ RIVER ROCK
- 10" SILTY CLAY w/ 2½" - NATIVE ROCK
- 10" SILTY CLAY

Sta 619~ 21' Lt of ℄ (ELIMINATE V.P.)

25"
- 1" ½" - RIVER RUN
- 6" SILTYCLAY w/ 3-4" - native ROCK
- 18" " "

Sta 634~ to 635+50 (AC RAMP - 10' WIDE) (ROCK CUT)

(30' Lt of ℄)

7½"
- 1½" - A.C.
- 6" FRACTURED ROCK w/ SILTYCLAY

Sta 637~ 22' Lt of ℄ (A.C. RAMP - 10' WIDE)

23¼"
- 1¼" AC (NO LEVELING COURSE)
- 22" SILTYCLAY w/ decomp ROCK AND 3" - fractured ro

Sta 643+75 53' Lt of ℄ (A.C. RAMP - 10' WIDE)

12¼"
- 1¼" AC.
- 1" ¼" - LEVELING COURSE
- 10" 3" - CRUSHED ROCK w/ SILTYCLAY

Sta. 644+50   32' Lt of ℄ (A.C. RAMP-10' WIDE)

12¾" { 1¼" AC
1½" " ¼"- Levelling course
10" Silty clay w/ 1"- River Rock }
↓ Rock cut

Sta. 649+25   22' Lt. of ℄ (A.C. RAMP-10' WIDE)

13¼" { 1¼" AC.
12" Silty clay w/ ¾"- River Rock }
↓ Rock cut

9297

STATE OF OREGON
LOCATION SECTION

INTEROFFICE MEMO
LOC 3

9

2

TO: Duane Christensen
Final Design Engineer

DATE: February 19, 1980

FROM: Don Shaffer
Bicycle Route Engineer

Subject: Cape Creek Tunnel-Sutton Lake Section
Oregon Coast Highway

As you know, the Oregon Coast Highway is being established as a touring bicycle route. There are portions of this section where a two-foot shoulder is probably the maximum width practical. However, there are other sections where four- to six-foot shoulders can be constructed.

Please make every attempt to obtain at least four-foot shoulders, especially on the west side of the highway. If you feel that charges to Group 8 (bicycle fund) are justified, please do so.

DES:ja

RECEIVED
FEB 20 1980
ROAD DESIGN SECTION

/ Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

Do Not File ☐
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Action

9297

STATE OF OREGON

INTEROFFICE MEMO

9

Lane Cty

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: January 22, 1980

DES 23
BR.
1113
1741B
1741C

Jerald E Backstrand

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:

Cape Creek Bridge, Br. 1113
Devil's Elbow Slide Viaducts, Brs. 1741B and 1741C
Cape Creek Tunnel-Sutton Lake Section
Oregon Coast Highway
Lane County

Within the Cape Creek Tunnel-Sutton Lake project existing AC wearing surface should be removed from the Devil's Elbow structures and an asphalt membrane (1/2 inch) and new AC wearing surface (1 1/2 inch) should be placed on the decks.

Some deck joint work on the Devil's Elbow structures will be required. Also, some joint work on the Cape Creek structure will be required. Details of the joint work will be provided by this office.

JEB:dh

cc Alfred Shirley
George Hopkins
Jack Sullivan

REFERRED TO
Beard ✓ Stord
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1981 Wash. State Line-Lane Co. 9298
Line Sec. of the Ore. Coast Hwy.
(Pavement markers)

9298 11-1-82

nig cc:OSHD(Cou r)

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Tillamook, Clatsop, Lincoln	DIVISION Oregon
DATE OF REPORT 11-1-82	REPORT MADE BY W. Kappus, Area Engineer		PROJECT NO. PMS-2-4(7)
COMPLETION DATE 8-14-81	ACCEPTANCE DATE BY CONTRACT AGENCY 1-21-82	TIME ELAPSED 61% %	CONTRACT TIME 100 cal days
APPROVED EXTENSIONS --	LOCATION US 101, Washington State Line to the Lane County Line in Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WASHINGTON STATE LINE - LANE COUNTY LINE
OREGON COAST HIGHWAY
Pavement Markings

This project provided for the installation of raised pavement markers on the Oregon Coast Highway.

The total project cost overran the original project estimate by approximately 4.5%.

A final inspection of the completed project was made on September 8, 1981.

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*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus		SIGNATURE Glenn K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 11-1-82	TITLE Field Operations Engineer	DATE 11/15/82

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9218

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 4-132		
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clatsop, Tillamook & Lincoln
MODIFICATION NUMBER 1	April [illegible]	Project Number PMS-2-4(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 2, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 101,139.00	$ 107,615.00
Federal funds	$ 101,139.00	$ 107,615.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of April, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon April 8, 1982

Federal-Aid Project
No. PMS-2-4(7)

Washington State Line-Lane County Line Section
Oregon Coast Highway in Clatsop, Tillamook and
Lincoln Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required	$ 3,560.00

Type Code Y103
Pavement Markings

Subtotal of previous estimate of June 2, 1981			$ 85,275.00

Previous Estimate

Mono-Directional Crystal	5,409 Each	2.50	$ 13,522.50

Revised Estimate

Mono-Directional Crystal	8,000 Each	2.50	$ 20,000.00
		Increase	6,477.50
		SUBTOTAL	$ 91,752.50
		Engineering	12,362.50
		TOTAL	$104,115.00

Length of Project ------------- 0.00 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 3,500.00	$ 3,500.00
Pavement Marking	104,115.00	104,115.00
TOTAL	$107,615.00	$107,615.00

Group 1	100%
Contract No.	9298
Prefix:	21-1901
Prefix:	4-1036

9298

State L.

TO BE COMPLETED BY FHWA 6-80	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 6/2/81	STATE Oregon
		COUNTY Clatsop, Tillamook & Lincoln
		PROJECT NO. PMS-2-4(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Washington State Line - Lane County Line

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-29-80	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	5-6-81	0.00
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS PRO RATA 100%
$ 101,139.00	$ 101,139.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______

Asst. State Highway Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 6-2-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon June 2, 1981

Federal Aid Project
No. PMS-2-4(7)

Washington State Line - Lane County Line Section
Oregon Coast Highway in Clatsop, Tillamook and
Lincoln Counties

PROJECT AGREEMENT ESTIMATE

Type Code P.E.

Preliminary Engineering		All Required	$ 3,500.00

Type Code Y103
Pavement Markings

Mobilization		All Required	$ 500.00
Temporary Protection and Direction of Traffic		All Required	500.00
Temporary Signs	157 Sq. Ft.	5.00	785.00
Temporary Barricades	4 Each	20.00	80.00
Sequential Arrow Signs	2 Each	1,000.00	2,000.00
Flagmen	550 Hour	10.00	5,500.00
Pilot Car	300 Hour	10.00	3,000.00
Removal of Structures and Obstructions		All Required	200.00
Mono-Directional Crystal Type 1 Markers	5,409 Each	2.50	13,522.50
Bi-Directional Yellow Type 1 Markers	23,675 Each	2.50	59,187.50
		SUBTOTAL	$85,275.00
		Engineering	12,364.00
		TOTAL	$97,639.00

Length of Project ------------ 0.00 miles

SUMMARY OF FUNDS (100%)

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 3,500.00	$ 3,500.00
Pavement Marking	97,639.00	97,639.00
TOTAL	$101,139.00	$101,139.00

Group 1	100%
Contract No.	9298
Prefix	21-1901 (PE)
Prefix	2-1036

9298 2-10-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Roseburg Paving, Inc. No. 9197	NE Alameda Ave.-NE Garden Valley Blvd. (Roseburg) Douglas County	Jan. 13, 1982
Wildish Const. Co. No. 9216	Middle Fork Willamette River-Salmon Cr. (Oakridge) Lane County	Jan. 15, 1982
C. G. Gredvig, Inc. No. 9357	Germantown Rd. @ Cornelius Pass Rd. Washington County	Jan. 15, 1982
Dirt & Aggregate Intch. No. 9203	NE Columbia Blvd.-NE Weidler Multnomah County	Jan. 15, 1982
Morse Bros., Inc. No. 9190	Sulphur Springs Road & Soap Creek Road Benton County	Jan. 15, 1982
J. C. Compton Co. No. 9200	Osweg Creek Slide Clatsop County	Jan. 18, 1982
The Kaspac Corp. dba Kaspac Industries No. 9298	Washington State Line-Lane County Line Clatsop, Tillamook & Lincoln Counties	Jan. 21, 1982
Ross Bros. Constr., Inc. No. 9214	Dean Creek Bridge Douglas County	Jan. 22, 1982
Cascade Const. Co., Inc. No. 8952	Progress Intchge. Off Ramp Washington County	Jan. 26, 1982
C.W. McCallen Construction No. 9295	Polallie Cr.-Cooper Spur Detour Hood River County	Jan. 28, 1982
Ross Bros. Const., Inc. No. 9292	N. Yamhill River (Oak Ridge Rd.) Bridge Yamhill County	Jan. 28, 1982
Mid-Columbia Paving Co. No. 9242	Mosier/The Dalles Hwy. @ W. 8th St. (The Dalles) Wasco County	Feb. 9, 1982

February 10, 1982 Warren Richard

for C. T. Keasey
Asst. State Highway Engineer

9298

L.

January 28, 1982

The American Druggists' Insurance Co.
800 American Building
30 East Central Parkway
Cincinnati, OH 45202

CON 5
#9298

Gentlemen or Ladies:

On January 26, 1982, we wrote to you concerning release of final payment on Contract No. 9298 awarded to The Kaspac Corporation dba Kaspac Industries, Inc. for pavement markers on the Washington State Line-Lane County Line Section of the Oregon Coast Highway in Clatsop, Tillamook and Lincoln Counties.

Final payment on this contract is $4,443.31 and the total contract amount is $88,866.25. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: The Kaspac Corporation dba
Kaspac Industries, Inc.
P. O. Box 80306
Seattle, WA 98108

Corroon & Black/Dawson & Co., Inc.
P. O. Box C34201
Seattle, WA 98124

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9298

2.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Washington State Line--Lane County Line

WEEK ENDING: November 14, 1981

SECTION PREFIX: 4-1036

HIGHWAY: Oregon Coast

COUNTY: Clatsop, Tillamook & Lincoln

AME OF JOB: ashington St. Line-Lane County Line

KIND OF WORK: Pavement Markers

ONTRACTOR: Kaspac Corporation dba
Kaspac Industries, Inc.

CONTRACT NUMBER: 9298

FEDERAL AID PROJECT NUMBER: PMS-2-4(7)

ATE OF CONTRACT: June 1, 1981

DATE WORK STARTED: 7/6/81

ESTIMATED COMPLETION DATE:

VERAGE FORCE ON PROJECT FOR THE WEEK:
EN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 100

CALENDAR DAYS USED: 61

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 61

ROJECT AUTHORIZATION: $97,639.88

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

XCLUSIVE OF ENGINEERING: $89,112.38

ENGINEERING AUTHORIZATION: $8,527.50

STIMATED COST OF COMPLETED ROJECT, EXCLUSIVE OF NGINEERING: $85,275.00

ENGINEERING COST TO DATE: $11,757

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

STIMATED PERCENT: OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 138 %

DATE PROJECT WAS COMPLETED: 8/14/81

ESTIMATED PERCENT COMPLETE (ROADWORK)

LEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	Pavement Markers	Pavement Markers	Pavement Markers
			XXXXX	SURFACING	White NON-ref. type 1	Crystal	Yellow
ILES IN PROJECT						167.11	167.11
ILES PARTIALLY COMPLETED						167.11	167.11
ILES COMPLETED						167.11	167.11
OTAL ESTIMATED QUANTITIES (CONTRACT)						5,409	23,675
OTAL QUANTITIES CORRECTED TO DATE					4,839	9,409	19,886
STIMATED QUANTITIES MOVED OR PLACED TO DATE					4,839	9,409	19,886
VERAGE DAILY QUANTITIES					0	0	0
VERAGE DAILY QUANTITIES NECESSARY TO OMPLETE PROJECT ON TIME					0	0	0
UMBER OF SHIFTS PER DAY					0	0	0
OURS PER SHIFT					0	0	0

QUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8	Clear	61		
MONDAY 9	AM= Clear PM= Fog	″		
TUESDAY 10	Rain	″		
WEDNESDAY 11	Rain	″		
THURSDAY 12	Sctrd Clouds	″		
FRIDAY 13	Rain	″		
SATURDAY 14		″		

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November	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
8 SUNDAY	No Activity By Contractor this Week
9 MONDAY	
10 TUESDAY	
11 WEDNESDAY	
12 THURSDAY	
13 FRIDAY	
14 SATURDAY	

REMARKS

Working on Semi-Final: Index and Summary of Quantities
Resident Engineers Narrative Report

"This Will Be the Last Weekly Report as the Semi-Final will Be in Salem next Week"

SIGNED Charles W. Elroy LOCATION Newport
Charles W. Elroy

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

9298

10-1-81

Oregon State Highway Division

Resident Engineer's Narrative Report

OF

Pavement Markers

Washington State Line - Lane County Line

Located In

Clatsop, Tillamook & Lincoln Counties

Contract No. 9298

Contractor: The Kaspac Corporation dba Kaspac Industries

Resident Engineer: Charles W. Elroy

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Introduction: The City of Lincoln City requested that the State Highway Division install raised pavement markers on the Oregon Coast Highway from Otis Junction to the Siletz River Bridge, a distance of 15.2 miles.

The project was investigated and found elgible for funding under the Title II Pavement Marking Demonstration Program which is 100 per cent federal funding.

On August 20, 1980 H.S. Coulter, State Highway Engineer, approved the Authority for Survey No. 1 to prepare plans, specifications and a cost estimite to install the raised pavement markers under a State Contract. The estimated Cost was set at $70,000.00. Before any field work could be started on authorization N. 1, a revision to the authorization was written and approved for extending the limits of the project. The new Section was designated Astoria - Waldport. The Northerly Terminus to be M.P. 3.79 of the Oregon Coast Highway in Astoria and the Southerly terminus to be M.P. 156.40 of the Oregon Coast Highway at Waldport. Total overall project length will be 152.60 miles which includes work in Clatsop, Tillamook and Lincoln Counties.

On January 20, 1981, the location project was again revised by a directive from Region 2 Engineer C. O. Fredrickson. The terminuses were extended to 0.40 miles north of M.P. 0.00 for the Northerly beginning and M.P. 167.61 for the Southerly ending which is the Lincoln / Lane County Line. Total length of this revision is 168 miles. Authorization monies were set at $105,000.00 for construction of this new section after making the location it was estimated to cost $167,350.00 based on the length of project and the current prices being paid for labor, material and equipment. Review and downscoping, to meet the authorization monies was left up to Region.

The Oregon Coast Highway through the Subject work area is a mixture of two lane, two lanes with left turn refuges, three lanes with no passing in one direction, four lanes and four lanes with left turn refuges.

Raised pavement markers are to be installed on the centerline of the Highway using a 40 foot spacing. Centerline of two lane section will require Yellow, Bi-Directional Reflective Pavement Markers. Two lane with left turn Refuges, Three lane with no passing, four lanes and four lanes with left turn refuges will require both yellow Bi-Directional, Reflective and white, Mono-Directional Reflective markers.

The project was advertised for bidding purposes the first part of May and all Bid proposals were opened May 28, 1981. The Kaspac Corporation dba Kaspac Industries of Seattle Washington were low bidders with a bid of $85,275.00. This low bid for contract No. 9298, was accepted by the Department of Transportation Commission and awarded for construction 6/1/81 and work commenced July 6, 1981.

Pavenent Marker Installation:

Installation of the markers comprised of the following Bid Items:

1. Mobilization
2. Temporary Protection and Direction of Traffic
3. Temporary Signs
4. Temporary Barricades
5. Sequential Arrow Signs

6. Flagmen

7. Pilot Car

8. Removal of Structures and Obstructions

9. Mono-Directional Crystal Type 1 Markers

10. Bi-Directional Yellow Type 1 Markers

No major construction problems were encountered with any of the above named Bid Items, but the following plan changes were made shortly after the contract commenced:

1. Change the marker spacing on tangents and long sweeping Horizontal curves from 40 to 80 feet.

2. Retain 40 foot spacing of markers on all non sight distance horizontal and Vertical curves.

3. Use a combination of mono-directional (Crystal) and non-reflectorized (white) markers in all major urban areas with four lane or four lane with left turn refuge roadways.

4. Spacing of grouped markers installed in the Urban area shall be every 40 ft. with alternating Mono-Directional, Crystal and non-reflectorized white markers every 2.5 ft. for a total of 3 - crystal and 2 - opaque in a 10 foot group, as shown in Standard Drawing No. S-707.

We found that a Special Emphasis should be placed on the instructions outlined in the Special Provisions pertaining to the following:

1. Laydown temperature - This is critical if you want the markers to have good adherance. Pavement temperature should be 55° F. and rising.

2. Dry Pavement - This is also needed for good adherance. No markers should be placed on wet surfaces.

3. Cleanliness of Pavement - Where the markers are to be placed is needed for lasting adherance, this was achieved by sand blasting grinding and blowing with air the marker placement areas. This cleaning was done just prior to installation to insure cleanliness from contaminates such as dirt, grease, curing compounds, paint road oils and etc.

4. Sound Surface - Pavement Markers are not to be placed on cracks or broken roadway surfaces as they could be torn loose by the traffic.

5. Epoxy - Use a well mixed Epoxy that has a relatively rapid set time to eliminate tracking and movement of markers.

Listed below are further Construction recommendations that we found to help:

1. Use Traffic cones near or over the markers at cross roads, intersections and etc. to keep the marker from moving until adherance has taken place.

2. During the Summer we found that the pavement temperature and humidity were within tolerances to allow marker installation in the late evening and early morning hours. By doing this, it allowed the contractor to speed up his operations without being plagued by heavy Traffic. I highly recommend this method while installing markers within all urban areas with multiple lanes.

3. Sign for two work areas to allow the contractors installation activities to continue without any stoppage other than equipment breakdown.

Overruns: Overruns were pretty well offset by the underrun items. The flagging and Pilot car use which were lowered because of the extensive use of cones and additional signing, and BI-Directional Yellow type 1 Markers which underran due to a plan change were the main underrun items. The High percentage overrun items are as follows:

1. Temporary signs (which are explained above)

2. Mono-Directional Crystal Type 1 Markers: At the Traffic Sections request, the Spacing changed for the urban areas creating a large volume of Crystal markers.

3. P.A. #3 Non-Reflectorized white Type 2 Markers: The Contract did not have a bid item for the opaque markers which were required for the urban areas with alternating Mono-Directional Crystal Markers.

4. Engineering: The engineering overrun was caused by the following:
   a) Having to pay perdiem expenses above inspection wages. This was brought about by the extensive length of the project.
   b) A low Construction bid which gave a smaller Engineering percentage.
   c) Long hours worked by the contractor creating an overtime situation.

General: The Kaspac Corporation dba Kaspac Industries, workmanship shows in the projects neat appearance. Cooperation was good but we had a problem with the Non-Reflectorized white Type 2 Markers meeting Specifications. In order to expidite the contract the Contractor was allowed to use the Non-Specification material if the Supplier agreed to guarantee the markers from breakage for 1 - year. If the markers do not hold up, the supplier will furnish Specification buttons and replace the broken buttons at his expense.

The contractor has been advised that if his supplier does not put up a bond for $5,000.00 or greater that his final contract monies will be held up for the length of the Warranty.

INDIVIDUAL OVERRUNS AND UNDERRUNS

ITEM NO.	ITEM	UNIT	ORIGNAL	SEMI-FINAL	%(+ or -)
B.I.3	Temporary Signs	Sq. Ft.	157	190.1	+ 21

To insure the safe guidance of the travaling public through the work areas additional Signing was deemed necessary therefor creating an overrun.

B.I.6	Flagmen	Hour	550	223,00	- 59

An underrun was created by the contractor's extensive use of signing, cones and sequential arrows. This allowed adequate protection and direction of traffic without the use of Flaggers.

B.I.7	Pilot Car	Hour	300	74.00	- 75

This item was underrun for the same reasons as listed for B.I. 6 - Flagmen

B.I.9	Mono-Directional Crystal Type 1 Markers	Each	5,409	9,409	+ 74

At the Traffic Sections request the spacing of the markers were changed to meet the spacing as shown in Standard Drawing No. S-707 "Pavement Marker Installation For Urban Streets. This spacing increased the number of markers to be placed creating an overrun.

B.I. 10	BI-Directional Yellow Type 1 Markers	Each	23,675	19,886	- 16

The underrun of this item was caused by a plan change in Centerline Spacing from the orignal 40 Ft. spacing, to 80 Ft. on Tangents and long sweeping Horizontal curves.

P.A. 3	Non-Reflectorized White Type 2 Markers	Each	4,839	4,839	0.0

This price agreement did not overrun but does affect the total project cost. The Contract did not have a bid item for the opaque markers which is required in the installation spacing requirements for urban streets.

ENGINEERING			8,527.50	11,061.00	+ 30

The Engineering overrun was mainly due to the following

1- Length of the project (168 Miles) from the office
2- A low bid, curtailing the amount of Engineering monies.
3- Inspectors overtime and Expenses was a requisite
4- The need of working various shifts due to the Weather and Traffic conditions.

STATEMENT OF OVERRUNS AND UNDERRUNS

Project:	Washington State Line-Lane County Line	Contract No.:	9298
Highway:	Oregon Coast	Prefix No.:	4-1036
County:	Lincoln, Tillamook and Clatsop	F.A. No.:	PRS-2-4(7)

SUMMARY

ITEM	ORIGINAL	SEMI-FINAL	%(+ or -)
Bid Item	$85,275.00	80,398.00	
Anticipated Items	0.00	0.00	0.0
Contingencies	3,837.38	8,468.25	+221
Engineering	8,527.50	11,757.00	+38
TOTAL	97,639.88	100,623.25	+3.1

All substantial changes were evaluated and only those listed meaningfully affected the total Project cost.

9298

9

STATE OF OREGON

INTEROFFICE MEMO

TRA 16-2

TO: MEMO TO FILE

DATE: July 6, 1981

Glen L Clark

FROM: Glen L. Clark
Investigations and Research Engineer

SUBJECT: Washington State Line-Lane County Line
Raised Marker Project
Oregon Coast Highway
PMS2-4(7)

After discovering that the subject contract had been let with 40' spacing instead of the 80' (Federal Register Docket No. 81-2) anticipated and in four-lane section of urban areas (Astoria, Lincoln City, Newport, etc.) the lane lines were to be replaced with raised markers not supplemented as the contract was let.

Mr. L. E. George, State Traffic Engineer, asked that an attempt to rectify the error be made. After consultation with D. O. Christensen, Acting Road Design Engineer, C. O. Fredrickson, Region 2 Engineer, William Kappus, Area Engineer 2, Federal Highway Administration, David R. Weaver, Region 2 Traffic Engineer and C. W. Elroy, Resident Engineer, it was decided that Mr. Elroy would advise his contractor of the changes required and negotiate a price agreement.

GLC:rw

cc: C. T. Keasey
D. O. Christensen
C. O. Fredrickson
William Kappus
David R. Weaver
C. W. Elroy

RECEIVED
JUL 23 1981
ROAD DESIGN
SECTION

Verstoeg
Anderson
Christensen
Olson
Sullivan
Terpin
[illegible]
[illegible]

Do Not File
Return To
Bring Up
Action

9298

5-6-81

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL ~~AND/OR~~ AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
PMS-2-4(7)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Clatsop
Tillamook
Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00139

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
5/6/81

8. FEDERAL ROUTE NUMBER
Primary 2

9. STATE ROUTE NUMBER
Primary 9

10. GENERAL LOCATION:
Washington State Line - Lane County Line

11. GENERAL DESCRIPTION OF WORK
Pavement Markings

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Swans' May 5, 1981 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $250,000 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

Orig w/att to [illegible]

RECEIVED
STATE HWY. ENGR.
MAY 21 '81
REFER TO
Marking
FOR
Info | [illegible] | [illegible] | [illegible] | [illegible] | Act | File

14. DATE
5/6/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9298 5-4-81 L.

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRA ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-2-4(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME
Clatsop
Lincoln
Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 00139

6. TO
Mr. H. S. Coulter
Oregon State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-4-81

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Washington State Line - Lane County Line

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 4-24-81, I approve the program change as follows:

1) Project Location: Change to read "US 101, Washington State Line - Lane County Line."

2) Project Name: Change to read "Washington State Line - Lane County Line Section".

RECEIVED
STATE HWY ENGR
MAY 18 '81
REFER TO Maenig
FOR
Info Inves R.D. [illegible] Sign [illegible] File

orig w. 5-18-81

14. DATE 5-4-81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7274

9

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/29/81
Donald L. Rau

~~June 25~~ May 28, 1981 Bid Letting ________ All Clear Deadline

SECTION Washington State Line-Lane County Line
Highway Oregon Coast
County Clatsop Region 2
Type of Work Raised Pvmt Marking Funds PMS
State___ Consultant ___ Plans Avail.___Yes ___No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						3 EXC
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

9298

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

April 24, 1981

TO: D.E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 00139
Project No. PMS-2-4(7)
Astoria-Waldport Section
Clatsop, Tillamook, & Lincoln Counties

I request your approval of a program change to extend the northerly and southerly limits requiring modifications as follows:

1) Project Location: Change to read "US 101, Washington State Line - Lane County Line."

2) Project Name: Change to read "Washington State Line-Lane County Line Section".

The overall project costs does not require changing at this time.

DRH:bkc

cc: General Files

Form 734-3122

9298

3

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-2-4(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME
Clatsop
Lincoln
Tillamook

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00139

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/13/81

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Astoria - Waldport (Pavement Marking) Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (*Specify*) See below

13. REMARKS

As requested in Mr. Swan's letter of 2/26/81 I approve the revised Construction Costs to a TEC of $250,000 Federal Funds.

(Increase TEC $145,000 Federal Funds)

RECEIVED
STATE HY [illegible]
MAR 1 [illegible] '81
REFER TO

14. DATE 3/13/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16 TITLE Assistant Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9298

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 26, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Additional Const. Obligation
Item No. 00139
Project No. PMS-2-4(7)
Astoria-Waldport Section
Lincoln, Tillamook & Clatsop Counties

I request additional Pavement Marking Demonstration Program (Appn Code 140) funds for the subject project as the latest cost estimate exceeds the funds obligated for advancement of construction in your Letter of Authorization (PR-1240) of November 6, 1980. Approval of this request will involve additional estimated total cost of $145,000 available from obligations released on other projects by final voucher submission or other actions.

A tabulation of the amounts involved are as follows:

Const. Request	TEC
Present	$250,000.00
Previous	105,000.00
Add'l.	$145,000.00

JLG:bkc

cc: L.E. George
Lou Olson
General Files

Form 734-3122

9298.

2-5-81

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Oregon Transportation Commission and under Authority delegated to me to approve Title II projects, I approved the following:

SECTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	LOCAL GOVT. FUNDS	APPROVAL DATE
Cottage Grove Connection @ Gateway Boulevard (Cottage Grove) Lane County	$ 55,000	$ 49,500	$5,500	$ -	1-15-81
McMinnville NCL-M.P. 2 Westside Road Yamhill County	200,000	180,000	-	20,000	1-21-81
Washington State Line - Lincoln County South Line Oregon Coast Highway Clatsop, Tillamook & Lincoln Counties	250,000	250,000	-	-	1-16-81

2-6-81 [illegible]

February 5, 1981

H. S. Coulter

H. S. Coulter
State Highway Engineer

PRO-6

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: January 14, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Revision of Title II, Pavement Marking Project

A project to install raised pavement markers on the Oregon Coast Highway from Otis Junction to the Siletz River Bridge was approved under delegated authority on August 20, 1980.

It is now desired to expand the project to include the entire Oregon Coast Highway from the Washington State line to the south boundary of Lincoln County.

Construction will be by contract, with the State performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Washington State Line-Lincoln County South Line Section Oregon Coast Highway Clatsop, Tillamook & Lincoln Counties	$250,000	$250,000	$ -0-

The project has been investigated and is eligible for funding under th Title II Pavement Marking Demonstration Program. We recommend your approval and request that you authorize the project under delegated authority.

L. E. George
Traffic Engineer

RHB:er

APPROVED:

H S Coulter
State Highway Engineer

DATE: 1-16-81

Contains
Recycled

9298

2.

U. S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-6-80

FEDERAL AID PROJECT NO. S-2-4(7)

STATE PROJECT NO. See below

COUNTY NAME Clatsop, Lincoln & Tillamook

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 00139

FROM:

G. L. Green, Division Administrator
FHWA - Oregon Division

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

11-17
orig

RECEIVED
STATE HWY ENGR
NOV 17 '80
REFER TO Moehring
FOR
Info ☐ Inves ☐ R/D ☐ D/3 ☐ Sign ☐ Act ☐ File ☐

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
9/29/80	11/6/80	Primary 2
		STATE ROUTE NUMBER
		Primary 9

GENERAL LOCATION:

Astoria - Waldport Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

XX ☒ OTHER (Specify) Program change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10/21/80 I approve the program change to change the north and south limits of the project to include intermittent sections between mile points 3.79 to 156.40. Also, I approve the revised Preliminary Engineering Costs to a TEC of $5,000 Federal Funds (Increase TEC $200 F.F.) and revised construction costs to a TEC of $105,000 Federal Funds (Increase TEC $35,000 F.F.).

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11/6/80		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-888

9298

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

October 21, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Program Change
Item No. 00139
Project No. PMS-2-4(7)
Astoria-Waldport Section
Clatsop Lincoln & Tillamook Counties

Attached is PR-9 forms for subject project.

I request the following:

(1) Concurrence that the project still falls under the Statewide Categorical Exclusion approved by FHWA 2-25-80.

(2) Authorization to proceed with preliminary engineering all phases at an estimated total cost of $5,000 with an obligation of $5,000 in Federal funds. This is an increase of $200.

(3) Authorization for construction at an estimated total cost of $105,000 with an obligation of $105,000 in Federal funds. This is an increase of $35,000.

DRH:bke
Attachments

cc: L.E. George
C.O. Fredrickson (Region 2)
General Files

Form 734-3122

1981 Chiloquin Rock Production 9299
Project located approx. 37 mi. N.
of K. Falls.

#7299

4.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 27, 1981

In Reply Refer to
File No.:

DES 16

Department of Geology
and Mineral Industries
1129 S. Santiam Road
Albany, Oregon 97321

Attention: Paul Lawson

Dear Paul:

Re: Ident. No. 18-0047
Chiloquin Rock Production
The Dalles-California Highway
Klamath County

This will acknowledge receipt of your September 28, 1981 Report of On-Site Inspection and Grant of Total Exemption issued October 22, 1981 on the above project. This file reveals that our present procedure for payment of a fee to your department for a permit on U.S. Forest Service property leaves us with a "housekeeping" type problem.

Our operating procedures, like others, are subject to audit. It is my concern in this type of transaction that we have something to justify our payment of the fee. Normally we receive a permit. In this specific instance, however, we have nothing other than your letter requesting the fee to justify this expenditure. The above Grant of Total Exemption just received, we believe, would not support the expenditure as it does not require a fee and indicates the operation is complete for the present time.

In this type of transaction where you do not infact issue a permit, our payment could be justified with a brief memo from you stating the U.S. Forest Service Permit was being accepted in lieu of your permit; or if you actually put some form of acceptance or approval on the Forest Service Permit, a copy of that would suffice. This would also verify to our field personnel that a DOGMI Permit would not be forthcoming.

RECEIVED
TECHNICAL SERVICES
OCT 28 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

We would appreciate your assistance in this concern and if our suggestion is acceptable, we would be pleased to have you initiate it when appropriate. We would be pleased to discuss this with you if you wish.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By don
Donald L. Trout
Final Project Development Coordinator

DLT:rw

cc: E. S. Hunter
J. H. Versteeg

9299 L.

10-7-8

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
J.C. Compton Co. No. 9235	Fossil Cr.-Bone Cr. Grant County	Sept. 15, 1981
Plumley Rock Crushing, Inc. No. 9299	Chiloquin Rock Prod. Klamath County	Sept. 15, 1981
Supervision, Inc. & Workman Const. Co. No. 9090	Thomas Creek (Devaney) Bridge Linn County	Sept. 17, 1981
Wildish Corvallis Const. Co. No. 8977	Grand Ronde (M.P. 20.0 - 21.7) Polk County	Sept. 22, 1981
R. L. Coats No. 8950	Bend S.C.L.-Murphy Rd. Deschutes County	Sept. 28, 1981

October 7, 1981 O. B. Jackmond

For C. T. Keasey
Asst. State Highway Engineer

9299

October 1, 1981

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9299

Gentlemen:

On September 18, 1981, we wrote to you concerning release of final payment on Contract No. 9299 awarded to Plumley Rock Crushing, Inc. for the Chiloquin Rock Production Project in Klamath County.

Final payment on this contract is $2,700 and the total contract amount is $107,834.34. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Plumley Rock Crushing, Inc.
3011 Crater Lake Highway
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
Dale Allen

9299

L

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Chiloquin Rock Production

WEEK ENDING: July 24, 1981

SECTION PREFIX: 18-8352

HIGHWAY: The Dalles - California

COUNTY: Klamath

NAME OF JOB: Chiloquin Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Plumley Rock Crushing

CONTRACT NUMBER: 9299

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 1, 1981

DATE WORK STARTED: June 8, 1981

ESTIMATED COMPLETION DATE: July 9, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: September 30, 1981

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 115,089.00

EXCLUSIVE OF ENGINEERING: $ 105,963.00

ENGINEERING AUTHORIZATION $ 9,126.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 107,834.34

ENGINEERING COST TO DATE $ 3,800.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

ESTIMATED PERCENT: OVERRUN 1.8 %

PERCENT OF AUTHORIZATION 41.6

DATE PROJECT WAS COMPLETED: July 9, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			20,000		
TOTAL QUANTITIES CORRECTED TO DATE			21,269		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			21,269		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 19	Fair			
MONDAY 20	"			
TUESDAY 21	"			
WEDNESDAY 22	"			
THURSDAY 23	"			
FRIDAY 24	"			
SATURDAY 18	"			

K

RECEIVED
JUL 27 1981
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 19	
MONDAY 20	NO ACTIVITY
TUESDAY 21	" "
WEDNESDAY 22	" "
THURSDAY 23	" "
FRIDAY 24	" "
SATURDAY 18	

REMARKS

This Week: Semifinal was submitted on monday, ~~the~~ July 20, 1981.
Third Notification is friday, July 24, 1981

FINAL REPORT

SIGNED Wayne Cobine LOCATION Klamath Falls
Wayne F. Cobine, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

1981 Powder River Sec. of the 9300
Whitney Hwy. approx. 25 mi. SW of
Baker. (Grading and paving)

9300

71

ROAD DESIGN SECTION 378-6558

R. D. Hector
Region 5 Engineer, LA GRANDE

August 30, 1983

W. H. Wakerlig
Right of Way Descriptions Supervisor

Powder River Section
Whitney Highway
Baker County

We are forwarding herewith a reproducible map (9B-17-20) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Designer Draftsman

ALD:rlr
Attachment

RECEIVED
AUG 30 1983
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Turpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up / /
Action

1300

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 22, 1983

TO: Dale E. Wilken, Administrator
Federal Highway Administration

**ORIGINAL SIGNED BY
GARY A. POTTER**

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Final Revised Right of Way Plans
Project No. F-92(3)
Powder River Section
Baker County

Attached for your approval are two copies of the final revised right of way plan sheet no. 2 for the subject project. Revisions have been made in accordance with your memo of May 12, 1983 and we trust the plan will now meet with your approval.

CL:lt

Attach.
cc: J. B. Boyd
General Files

Form 734-3122

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject:	Oregon Project F-92(3) Powder River Sect. Final Revised Right-of-Way Plans Ref: G. Potter's ltr 5/3/83 (PRO 6)	Date:	May 12, 1983
		Reply to Attn. of:	HRW.1-OR
From	Division Administrator		
To	Mr. H. S. Coulter State Highway Engineer Oregon State Highway Division		

We are returning without approval sheet #2 of the final right-of-way plans for the subject project. Please resubmit the plans showing the revised right-of-way line locations as approved in our December 14, 1981 letter. A copy of that letter is attached for your information.

John D Wickman
fr Dale E. Wilken

Attachment
Sheet #2 Plans
cy Ltr dtd 12/14/81

cc:
OSHD (G. Potter, Prgm Mgmt)

RECEIVED
STATE HWY ENGR
MAY 13 '83
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

orig. w/enc.

r11

OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Grant & Baker	DIVISION Oregon
DATE OF REPORT 5/27/83	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. F-92(4)
COMPLETION DATE 9/2/82	ACCEPTANCE DATE BY CONTRACT AGENCY 12/3/82	TIME ELAPSED See below	CONTRACT TIME See below
APPROVED EXTENSIONS See below	LOCATION Powder River Section approximately 25 miles SW of Baker, Baker County, OR. Austin Section approximately 16 miles NE of Prairie City, Grant County, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

AUSTIN & POWDER RIVER SECTIONS
WHITNEY HIGHWAY
Grading & Paving

This federal aid project ~~will~~ provided for reconstruction of the Whitney Highway at its junction with both the John Day Highway and Sumpter Valley Highway. The work at each junction was advertised and awarded as separate Highway Division contracts but both sections are included as part of one federal aid project.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 3 '83
REFER TO Kelley
FOR
Info Inves R/D D/R Sign Act File

Powder River Section

The final cost of this section including all engineering and contract changes was $405,976.24. The final amount of the original contract items was $336,833.16 or a 1 percent underrun of the contract bid amount of $340,170.

The contract provided for 125 calendar days to complete this work. The contractor used 196 calendar days. A time extension was granted on August 23, 1982 which provided for an additional 75 calendar days. The time extension eliminated all liquidated damages.

Austin Section

The final cost of this section including all engineering and contract changes was $1,473,485.77. The final amount of the original contract

*NOTE: Not applicable for direct federal projects.

-con't-

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. D. B. Carter		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 6/2/83	TITLE Field Operations Engineer	DATE 6/2/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

items was $1,104,360.13 ar a 21.5 percent overrun of the contract bid amount of $909,173.25. The cost of this project overran substantially due to the wet ground which was encountered during construction.

The contract provided 310 calendar work days. The contractor used 243 calendar work days or 78.4 percent of the contract time.

The project was accepted by FHWA on October 27, 1982.

All participating work has been completed.

All signing and striping is complete.

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-92(4)
Powder River Section
Whitney Highway
Contract Time Extension

Date: May 2, 1983

Reply to
Attn. of: HFO.4/5-OR

NOTED
H.S.COULT

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reivewed the data submitted with Mr. Keasey's memorandum of March 10, 1983, and we agree that the contractor's uncompensated costs on the Austin Junction Section were at least equal to the cost of the liquidated damages incurred on the Powder River Section.

We concur in this time extension.

fr Dale E. Wilken

cc:
OSHD (C T Keasey)
OSHD (D E Swan)

RECEIVED
STATE HWY ENGR
MAY 4 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1300

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

HFO.4/5-OR

DATE: March 10, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

SUBJECT: Oregon Project F-92(4)
Powder River Section
Contract No. 9300
Contract Time Extension

In the final paragraph of your October 25, 1982 memorandum relating to the above subject matter, you indicated that FHWA would consider a negotiated time extension on this project provided that we could establish that the contractor's uncompensated costs on the Austin Junction Section were at least equal to the cost of the liquidated damages incurred on this, the Powder River project.

The supporting data requested in included in attachments to this letter and your concurrence in this time extension is requested. We acknowledge that this is unique and concur that this negotiated settlement will in no way establish a precedence of inter-relating of adjacent projects.

Sincerely,

Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

NOTED
W. E. SCHWARTZ

CTK:cb

Enc.

cc: W. E. Schwartz ✓
R. D. Hector

RECEIVED
STATE HWY ENGR
MAR 11 '83
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File

Form 734-3123

9300

B

December 3, 1982

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9300

Gentlemen or Ladies:

Contract No. 9300 awarded to Nelson-Deppe, Inc. for work on the Powder River Section of the Whitney Highway in Baker County was completed on October 21, 1982, and accepted by the State Highway Division on November 30, 1982.

Final payment in the amount of $7,145.04 will be released to the contractor after December 8, 1982. The total contract amount is $347,455.11 and no work was performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Nelson-Deppe, Inc.
Box 768
Nampa, ID 83651

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert D. Hector

9

B

12-2-8

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Bugge Investment Co. dba Columbia West Materials & Constructors Co. No. 9328	N.Col. Way/N. Col. Blvd./N. Portland Rd. Intchge. Ramp Multnomah County	November 8, 1982
Hi Lo Roads, Inc. No. 9439	Florence/Eugene Hwy. @ M.P. 10.3 Lane County	November 8, 1982
Sims Electric, Inc. No. 9348	Main St.-Campbell St. (Baker) Baker County	November 9, 1982
E.H. Itschner Co. No. 9461	Shaniko Rock Production Wasco County	November 9, 1982
Linnco Electric Co. No. 9394	Pac.Hwy. E.@ Hayesville Dr. NE (Salem) Marion County	November 9, 1982
Olson's Mechanical & Heavy Rigging No. 9517	Catching Slough Bridge Coos County	November 9, 1982
Gresham Paving, Inc. No. 9255	N. Main Ave.-NE Elliott Ave. & N. Main Ave.-NE Kelly Ave. (Gresham) Multnomah County	November 9, 1982
Schrader Const. Co., Inc. No. 9119	W. Intchge., Sellwood Bridge Multnomah County	November 10, 1982
Hertz Electric, Inc. No. 9246	SW Cedar Hills Blvd. @ SW Butner/Barnes Rd. Washington County	November 15, 1982
Sims Electric, Inc. No. 9393	Old Hwy. 20 @ "A" St. (Toledo) Lincoln County	November 15, 1982
Auburn Const. Co. No. 9346	McFee Cr. (Midway Rd.) Bridge Washington County	November 16, 1982
Tice Electric Co. No. 9329	Cascade Hwy. S. @ Gaffney Lane & Beavercreek Rd. @ Fred Meyer Access Clackamas County	November 18, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9449	Pac. Hwy. E. @ Mt. Hood Ave. (Woodburn) Marion County	November 18, 1982
Douglas S. Coats, Inc. No. 9317	Jordan Cr. (Danner) Bridge Malheur County	November 22, 1982
Stukel Rock & Paving, Inc. No. 9229	N. Klamath Falls Intchge.-Jct. Green Springs Hwy. Klamath County	November 23, 1982
Wildish Corvallis Construction Co. No. 9353	Corvallis/Lebanon Hwy. @ Seven Mile Lane Linn County	November 30, 1982
Nelson-Deppe, Inc. No. 9300	Powder River Baker County	November 30, 1982
Roseburg Paving, Inc. No. 9215	Roseburg S.C.L.-Jct. Coos Bay/Roseburg Hwy. Douglas County	November 30, 1982

December 2, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 30, 1982

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9300 On Site Work Substantially Completed September 2, 1982

All Work Completed October 21, 1982

Project Powder River

Highway Whitney

County Baker

Type of Work Grading & Paving

Contractor Nelson-Deppe, Inc.

WES:RDC:mk

cc: C. T. Keasey
R. D. Church

noted
RWGormsen

[illegible] [illegible]
[illegible]

81-125-1387

Contains Recycled Materials

9300

Memorandum B

U.S. Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-92(4)
Powder River Section
Whitney Highway
Contract Time Extension

Date: 11-24-[illegible] ~~October 25, 1982~~

Reply to Attn. of: HFO.4/5-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed Mr. Jackmond's request of August 17th for our consideration of a time extension on the above project. We are unable to concur in the proposed time extension for the reason given in Mr. Schwartz's attached letter, that is, no substantial damage was incurred by the State. This is not a valid reason for a time extension under the terms of your contract provisions.

it is valid reason for collecting damages in first place, ie, it should be a valid reason for not collecting.

Supporting data submitted with your request (contractor's letter of July 21, 1982 to Project Manager Johnson) indicates that the contractor may be entitled to some additional compensation as a result of some additional work which was accomplished on the related Austin Section project and which has not already been included in the various contract changes which cover that work.

We will consider a negotiated time extension on the Powder River Section project provided you can establish that the contractor's uncompensated costs on the Austin Section project are at least equal to the cost of the liquidated damages incurred on the Powder River project. A negotiated settlement of this type is considered to be unique to this particular situation and is not intended to set precedence regarding future occasions where work on one project may effect the progress of work on another project.

G. K. Hasner
for Dale E. Wilken

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 26 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1y - Jackmond
11/24

Orig to Bob Hector — It looks like the Feds will
ever buy our reasons for the time extension
nless we play the game their way, in spite
what Carter told you. What you need to have done
analyze the Contractors letter in which he alleges
at he has certain claims that he could collect if we
ill give back liquidated damages. Document the fact
at he probably did have claims that would at least
ual the liquidated damages & submit to Construction.
— WES

7300

71 misc.

STATE OF OREGON

INTEROFFICE MEMO

DATE: November 12, 1982

TO: J. H. Versteeg
Road Design Engineer

FROM: W. L. Barnett
Right of Way Agent

SUBJECT: File No. 52948 & 30767
Powder River Section
Whitney Highway
Baker County
FAP: F-92(3)N

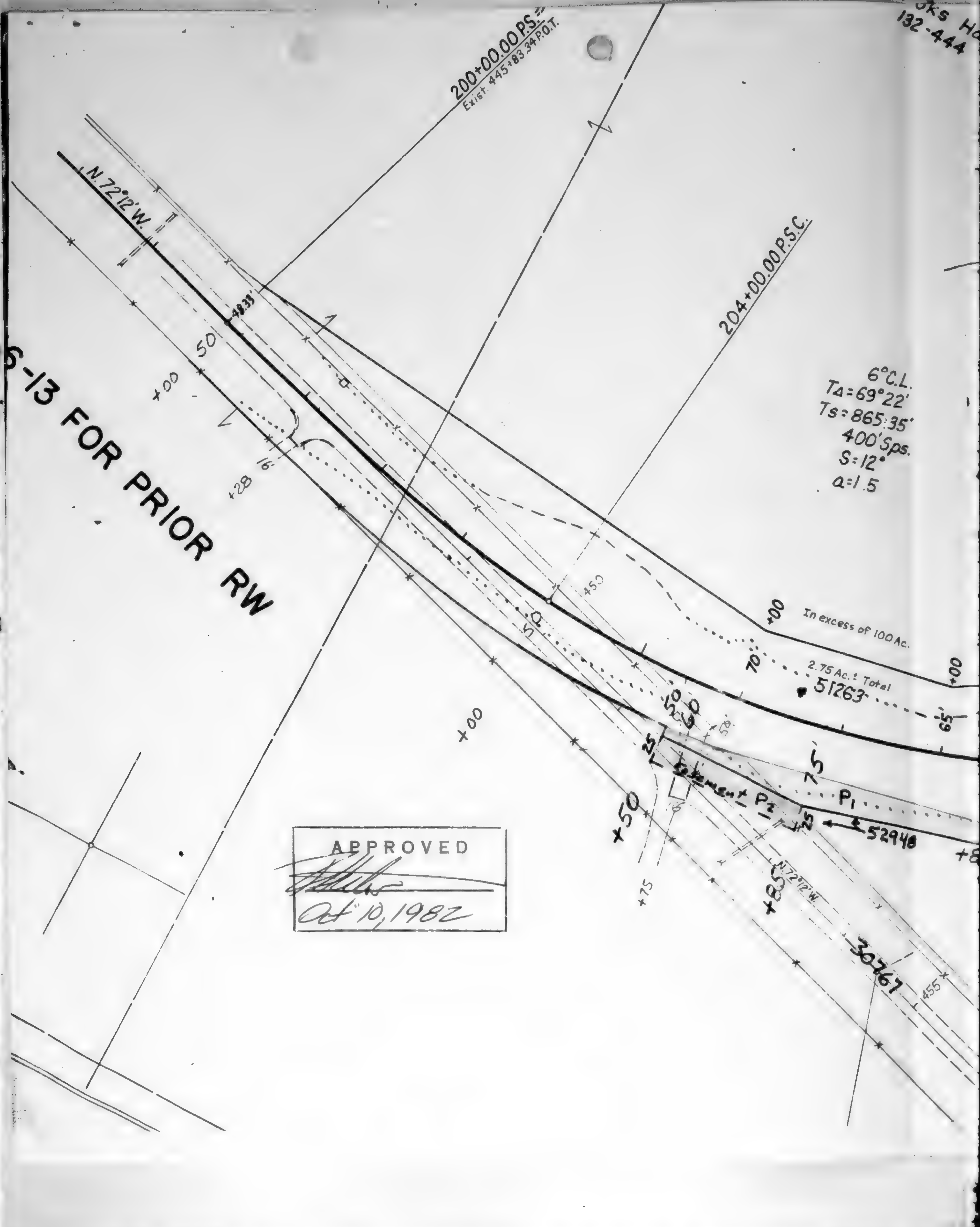
1 Versteeg ✓
Trout
2 Wakerlig
RECEIVED
ROAD DESIGN

Attached is a revised sketch map recommended by Resident Engineer Bob Johnson and approved by Region Engineer Bob Hector. The previous description for this file was in error, calling for a 100' R/W width beginning at Eng. Sta. 204+00. This was far in excess of highway needs. The property owner has indicated no objection to deeding Parcel #1 (colored in blue) in fee and conveying a permanent easement for Parcel #2 (colored in red). The easement is required for access to and maintenance of the drainage pipe.

Please note that a portion of Parcel #1 and Parcel #2 fall within the old R/W (File 30767) which was to be deeded to Mr. Hawley by agreement under File 51263 (outlined in yellow). At this point, it may be easiest to go ahead and convey the old R/W to Mr. Hawley and have him reconvey that portion necessary for the new alignment. He has indicated no objection to doing so, and this would require only two descriptions. We can withhold recording the conveyance document to Mr. Hawley (30767 & 51264) until he has provided us with the necessary Warranty Deed and easement (52948).

WLB/crp
attachment

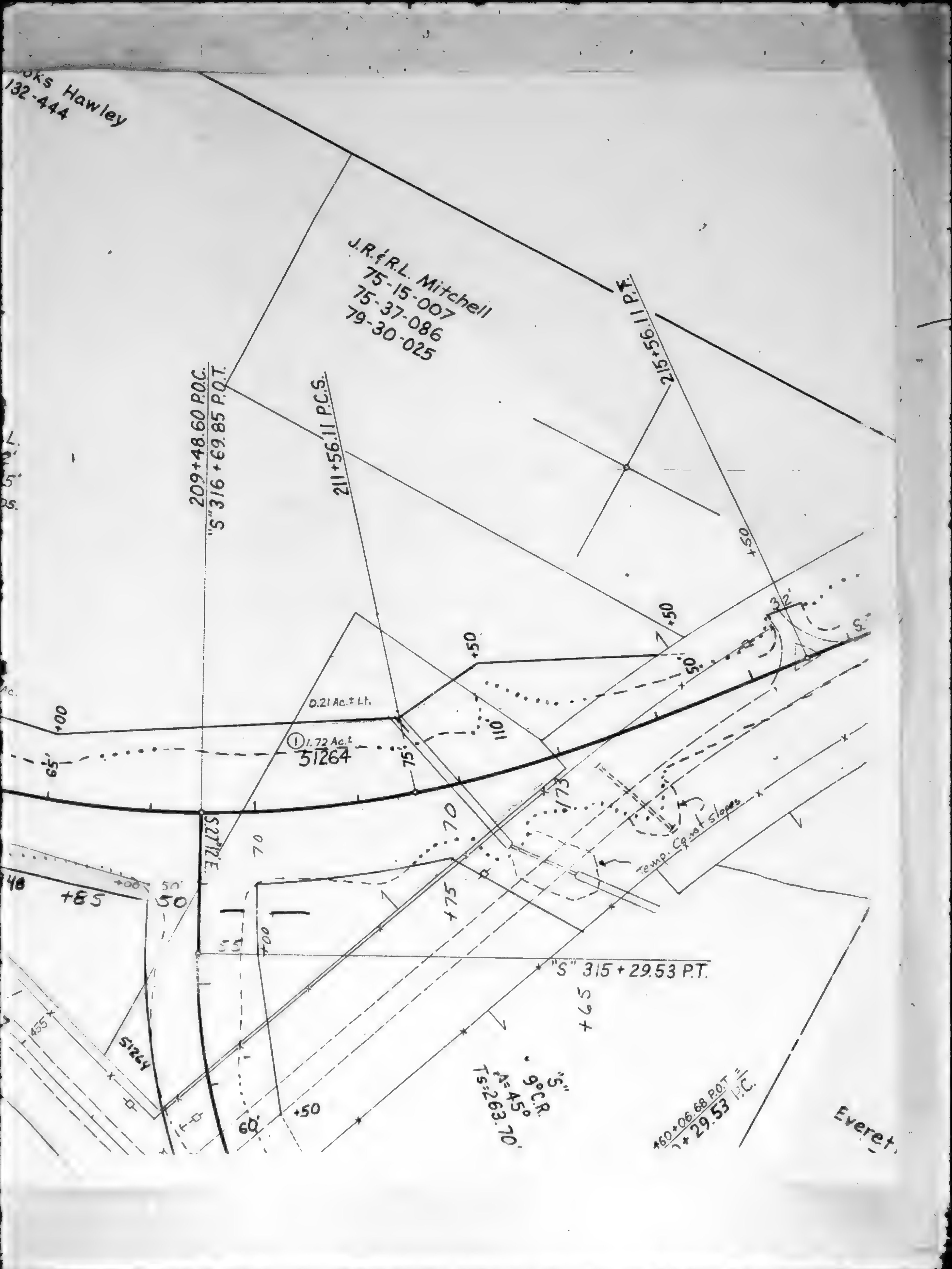
cc: Bob Hector
Bob Johnson
Jim Dixon
Harold Brainerd
Hank Wakerlig
Adele Egan



oks Ho
132-444
200+00.00 P.S.=
Exist. 445+83.34 P.O.T.
204+00.00 P.S.C.
N.72°12'W.
48.33'
50
+00
+28
6-13 FOR PRIOR RW
6°C.L.
TΔ=69°22'
Ts=865.35'
400'Sps.
S=12°
a=1.5
450
+00
In excess of 100 Ac.
70
2.75 Ac.± Total
51263
+00
65
50
60
58
25
75
Easement P2
P1
25
52948
+50
+75
+85
N.72°12'W.
30767
455
+8

APPROVED

Oct 10, 1982



oks Hawley
132-444
J.R.&R.L. Mitchell
75-15-007
75-37-086
79-30-025
215+56.11 P.T.
209+48.60 P.O.C.
"S" 316 + 69.85 P.O.T.
211+56.11 P.C.S.
+50
+50
+50
32'
"S"
50
+50
0.21 Ac.± Lt.
110'
+00
① 1.72 Ac.±
51264
65'
75'
173
70
70
Temp. Cg. at slopes
S27°12'E.
48
+85
+00
50'
50
+75
55
+00
"S" 315 + 29.53 P.T.
+65
455
51264
"S"
9°C.R.
Δ=45°
Ts=263.70'
60'
+50
460+06.68 P.O.T. =
+ 29.53 P.C.
Everet

9300

2

November 1, 1982

Rettig, Rosenberry, Lovan & Morfitt
Attorneys at Law
P. O. Box 729
Caldwell, ID 83605

CON 5
#9302 & 9300

Attention: Richard Rosenberry

Gentlemen:

This will acknowledge a copy of your letter dated October 22, 1982, addressed to Safeco Insurance Company of America filing claims against the following two Highway Division contracts on behalf of your client, DJ Earthmoving Construction, Inc.

FILED BY:	DJ Earthmoving Construction, Inc.	
AMOUNTS:	$21,923.55	$2,168.66 plus $10,500 liq. damages
AGAINST: (Prime contractor)	Nelson-Deppe, Inc.	
CONTRACT NOS:	9302	9300
PROJECTS:	Austin Junction Whitney Highway Grant County	Powder River Section Whitney Highway Baker County
SURETY:	Safeco Insurance Company of America	
AGENT:	Walter R. Johnson	

We note that you have filed these claims directly with the prime contractor. We will also forward your claim letter to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claims have been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

11-1-82 dmc

FKN:dmc

cc: Nelson-Deppe, Inc.
Box 768
Nampa, ID 83651

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claims on the enclosed copy of this letter.

LAW OFFICES OF
RETTIG, ROSENBERRY, LOVAN & MORFITT
ATTORNEYS AT LAW
1024 BELMONT STREET
P. O. BOX 729
CALDWELL, IDAHO
83605

HERBERT W. RETTIG
RICHARD ROSENBERRY
GREGG E. LOVAN
JAMES C. MORFITT

TELEPHONE
459-1541
AREA CODE 208

October 22, 1982

Safeco Insurance Company of America
4101 S.W. Kruze Way
Lake Oswego, OR 97034

RE: Payment bond - Nelson-Deppe, Inc., P. O. Box 768, Nampa, ID 83651

Gentlemen:

On behalf of our client DJ EARTHMOVING CONSTRUCTION, INC., of Caldwell, Idaho, we do hereby make a demand for payment under the provisions of the payment bond furnished by your company to Nelson-Deppe, Inc., on the following projects:

1. The Oregon Transportation Commission, State Highway Division, Salem, Oregon for grating and paving Austin Junction, a section of Whitney Highway in Grant County, Oregon. Contract dated June 4, 1981, contract #9302, Federal Aid Project #F0092004 in the amount of $21,923.55, said contract signed June 29, 1981.

2. The Oregon Transportation Commission, State Highway Division, Salem Oregon for grating and paving Powder River section oftthhe Whitney Highway, Baker County, Oregon. Contract #9300, Federal Aid Project F0092004 in the amoun tof $2,168.66 together with the sum of $10,500.00 liquidated damages improperly withheld.

Copies of this claim are being mailed to the following:

Oregon Transportation Commission
State Highway Division
Salem, OR 97310

All American Insurance Co,
c/o W.R. Johnson
P. O. Box 645
Meridian, ID 83642

Nelson-Deppe, Inc.
P. O. Box 768
Nampa, ID 83651

Very truly yours,

RETTIG, ROSENBERRY, LOVAN & MORFITT

Richard Rosenberry

RR/blm

9500

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 10-85		County Baker & Grant
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	
MODIFICATION NUMBER 2	October 8, 1982	Project Number F-92(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 10, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,832,722.00	$ 1,873,198.00
Federal funds	$ 1,616,094.00	$ 1,651,785.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of October, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon October 6, 1982

Federal-Aid Project
No. F-92(4)

Powder River & Austin Jct. Section
Whitney Highway in Baker & Grant Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Powder River Section (Sta. 446+00 thru Equa. Sta. 446+86.72 Bk.= Sta. 200+00 Ah. to Sta. 218+34.64 Bk=Sta. 10+85.97 Ah. to Sta. 42+50)

Total the same as previous estimate of June 8, 1981 $ 406,522.00

Type Code 6201
Austin Jct. Section (Sta. 600+00 thru Equa. Sta. 576+79.12 Ah. = Sta. 577+30.97 Bk to Sta. 552+52.34 Ah = Sta. 552+51.33 to Sta. 544+70.42 Ah = Sta. 544+73.94 Bk to Sta. 500+68.90)

Subtotal of previous estimate of January 6, 1982 $1,305,219.25

Previous Estimate

Watering	1,450 M-Gal.	7.50	$ 10,875.00
Coarse Aggr. Base	53,000 Ton	4.10	217,300.00
3/4"-0 Aggr. Base	4,600 Ton	5.20	23,920.00
Asphalt Cement in Mix	530 Ton	221.00	117,130.00
			$ 369,225.00

Revised Estimate

Watering	1,966 M-Gal.	7.50	$ 14,745.00
Coarse Aggr. Base	55,330 Ton	4.10	226,853.00
3/4"-0 Aggr. Base	5,850 Ton	5.20	30,420.00
Asphalt Cement in Mix	623 Ton	221.00	137,683.00
			$ 409,701.00

Increase	$ 40,476.00
SUBTOTAL	1,345,695.25
Engineering	140,980.75
TOTAL	$1,486,676.00
Lump Sum Deduction	20,000.00
TOTAL	$1,466,676.00

Length of Project --------------- Powder River ---------$422,[illegible]1.22
Length of Project --------------- Austin Junction ------$775,608.67

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	State Funds
Powder River Section	$ 406,522.00	$ 358,471.00	$ 48,051.00
Austin Jct. Section	1,466,676.00	1,293,314.00	173,362.00
TOTAL	$1,873,198.00	$1,651,785.00	$221,413.00

Powder River Section
Group 1 - 100%
Contract No. 9300
Prefix: 201-1460
Prefix: 1-1008

9300

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 1-95		County Baker & Grant
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number F-92(4)
MODIFICATION NUMBER 1	1/11/82	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 10, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,473,804.00	$ 1,832,722.00
Federal funds	$ 1,299,600.00	$ 1,616,094.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of January, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon January 6, 1982

Federal Aid Project
No. F-92(4)

Powder River & Austin Jct. Section
Whitney Highway in Baker & Grant Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Powder River Section (Sta. 446+00 thru Equa. Sta. 446+ 6.72 Bk=
Sta. 200+00 Ah. to Sta. 218+34.64 Bk = Sta. 10+85.97 Ah. to Sta. 42+50)

Total the same as previous estimate of June 8, 1981	$ 406,522.00

Type Code 6201
Austin Jct. Section (Sta. 600+00 thru Equa. Sta. 576+79.12 h = Sta. 577+30.97
Bk to Sta. 552+52.34 Ah = Sta. 552+51.33 to Sta. 544+70.42 Ah = Sta. 544+73.94
Bk to Sta. 500+68.90

Subtotal of previous estimate of June 8, 1981	$ 966,473.25

Previous Estimate

Flagman	800	Hr.	25.00	$ 20,000.00
Pilot Car	200	Hr.	30.00	6,000.00
General Excavation	70,000	C.Y.	2.50	175,000.00
Trench Excavation	634	C.Y.	10.00	6,340.00
Coarse Aggregate Base	4,500	Ton	4.10	170,150.00
Bedding Material	72	C.Y.	30.00	2,160.00
6 Inch Drain Pipe	168	Lin. Ft.	7.00	1,176.00
				$ 380,826.00

Revised Estimate

Flagman	2,300	Hr.	25.00	$ 57,500.00
Pilot Car	600	Hr.	30.00	18,000.00
General Excavation	82,000	C.Y.	2.50	205,000.00
Trench Excavation	1,600	C.Y.	10.00	16,000.00
Coarse Aggregate Base	53,000	Ton	4.10	217,300.00
Bedding Material	200	C.Y.	30.00	6,000.00
6 Inch Drain Pipe	3,700	Lin. Ft.	7.00	25,900.00
Type 1 5W Fence (P.A. #2)	11,520	Lin. Ft.	2.65	30,528.00
16' Gate (P.A. #2)	1	Each	900.00	900.00
Filter Fabric (P.A. #5)	10,265	Sq. Yd.	1.20	12,318.00
Quarry Run Rock in Place (P.A. #5)	16,100	C.Y.	6.50	104,650.00
Sub Excavation (P.A. #10)	3,860	C.Y.	6.60	25,476.00
				$ 719,572.00

Increase	$ 338,746.00
SUBTOTAL	$1,305,219.25
Engineering	140,980.75
TOTAL	$1,446,200.00
Lump Sum Deduction	20,000.00
	$1,426,200.00

Length of Project -	Powder River Section --------	0.963 miles
	Austin Jct. Section ---------	1.891 miles
	TOTAL WORK AREA	2.854 miles

Cost Per Mile of Roadway -	Powder River Section -------	$422,141.22
	Austin Jct. Section --------	754,098.35

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	State Funds
Powder River Section	$ 406,522.00	$ 358,471.00	$ 48,051.00
Austin Jct. Section	1,426,200.00	1,257,623.00	168,577.00
TOTAL	$1,832,722.00	$1,616,094.00	$216,628.00

Powder River Section
Group 1 - 100%
Contract No. 9300
Prefix: 201-1460 (PE)
Prefix: 1-1008

Austin Jct. Section
Group 1 - 100%
Contract No. 9302
Prefix: 12-1917
Prefix: 12-1058

1300

STATE COPY

TO BE COMPLETED BY FHWA 6-115	**U.S. DEPARTMENT OF TRANSPORTATION** **FEDERAL HIGHWAY ADMINISTRATION** **FEDERAL-AID PROJECT AGREEMENT** 6-10-81	STATE Oregon COUNTY Baker & Grant PROJECT NO. F-92(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Powder River & Austin Jct.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-6-81	2.854

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 1,473,804.00	FEDERAL FUNDS $ 1,299,600.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 6-10-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 8, 1981

Federal Aid Project
No. F-92(4)

Powder River & Austic Jct. Section
Whitney Highway in Baker & Grant Counties

Project Agreement Estimate.

Type Code 6201
Powder River Section (Sta 446+00 thru Eq. Sta. 446+86.72 Bk = Sta. 200+00 Ah to Sta. 218+34.64 Bk = Sta. 10+85.97 Ah to Sta. 42+50)

Mobilization	All Required		$ 43,000.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	301 Sq.Ft.	$ 7.00	2,107.00
Temporary Barricades	4 Each	125.00	500.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	900 Lin.Ft.	6.50	5,850.00
Flagmen	450 Hour	25.00	11,250.00
Pilot Car	150 Hour	30.00	4,500.00
Clearing and Grubbing	All Required		5,000.00
Removal of Structures and Obstructions	All Required		5,000.00
General Excavation	14,800 Cu.Yd.	1.50	22,200.00
Trench Excavation	118 Cu.Yd.	10.00	1,180.00
Finishing Roadbed and Slopes	All Required		2,500.00
Watering	400 M-Gal.	8.00	3,200.00
Grid-Rolled Aggregate Subbase	5,900 Cu.Yd.	4.60	27,140.00
3/4"-0 Aggregate Base	3,580 Ton	5.00	17,900.00
Class "B" Asphalt Concrete Mixture	5,580 Ton	14.10	78,678.00
Asphalt Cement in Mixture	310 Ton	221.00	68,510.00
Membrane Waterproofing	200 Sq.Yd.	50.00	10,000.00
Asphalt in Tack Coat	7 Ton	291.00	2,037.00
12-inch Culvert Pipe	86 Lin.Ft.	8.00	688.00
18-inch Culvert Pipe	236 Lin.Ft.	12.00	2,832.00
30-inch Culvert Pipe	284 Lin.Ft.	20.00	5,680.00
Guard Rail, Type 2A	150 Lin.Ft.	18.00	2,700.00
Guard Rail, Type 3	100 Lin.Ft.	28.00	2,800.00
Guard Rail Anchors, Type 1	4 Each	325.00	1,300.00
Rail End Pieces, Type C	4 Each	100.00	400.00
Extra for Asphalt Approaches	11 Each	150.00	1,650.00
Delineators, Type 1	90 Each	23.00	2,070.00
Roadside Seeding and Straw Mulching with Mulch Binder	1 Acre	1,500.00	1,500.00
Removal of Existing Sign Installations	All Required		200.00
Wood Sign Posts	All Required		2,600.00
Type "C", "D" and "R" Signs in Place	80 Sq.Ft.	14.00	1,120.00
Type "EE" Signs in Place	6 Sq.Ft.	17.00	102.00
Type "U" Signs in Place	104 Sq.Ft.	19.00	1,976.00
			$ 340,170.00

Oregon State Highway Division
Salem, Oregon, June 8, 1981

Federal Aid Project
No. F-92(4)

Anticipated Items		
Permanent Pavement Striping	All Required	$ 1,500.00
Temporary Pavement Striping	All Required	1,000.00
Asphalt Cement Adjustment	All Required	15,000.00
State Furnished Field Laboratory	All Required	500.00
		$ 18,000.00
	Subtotal	$ 358,170.00
	Engineering	48,352.00
	Total	$ 406,522.00

Type Code 6201
Austin Jct. Section (Sta. 600+00 thru Eq. Sta. 576+79.12 AH = Sta. 577+30.97 Bk to Sta. 552+52.34 Ah = Sta. 552+51.33 to Sta. 544+70.42 Ah. = Sta. 544+73.94 Bk to Sta. 500+68.90)

Mobilization	All Required			$ 85,900.00
Temporary Protection and Direction of Traffic	All Required			4,000.00
Temporary Signs	369	Sq.Ft.	$ 7.00	2,583.00
Temporary Barricades	40	Each	125.00	5,000.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	525	Lin.Ft.	7.00	3,675.00
Temporary Delineators	52	Each	20.00	1,040.00
Flagmen	800	Hour	25.00	20,000.00
Pilot Car	200	Hour	30.00	6,000.00
Clearing and Grubbing	All Required			10,000.00
Removal of Structures and Obstructions	All Required			15,000.00
Ditch Excavation	56	Cu.Yd.	10.00	560.00
General Excavation	70,000	Cu.Yd.	2.50	175,000.00
Trench Excavation	634	Cu.Yd.	10.00	6,340.00
Finishing Roadbed and Slopes	All Required			5,000.00
Watering	1,450	M-Gal.	7.50	10,875.00
Coarse Aggregate Base	41,500	Ton	4.10	170,150.00
3/4"-0 Aggregate Base	4,600	Ton	5.20	23,920.00
Class "B" Asphalt Concrete Mixture	9,600	Ton	12.85	123,360.00
Asphalt Cement in Mixture	530	Ton	221.00	117,130.00
Asphalt in Tack Coat	8	Ton	291.00	2,328.00
3/4"-0 Aggregate in Prime Coat	190	Cu.Yd.	15.00	2,850.00
MC-250 Asphalt in Prime Coat	35	Ton	300.00	10,500.00
12-inch Culvert Pipe	46	Lin.Ft.	8.00	368.00
18-inch Culvert Pipe	1,075	Lin.Ft.	12.00	12,900.00
18-inch Irrigation Pipe	512	Lin.Ft.	20.00	10,240.00
24-inch Half-Circle Irrigation Pipe	1,090	Lin.Ft.	22.00	23,980.00
60-inch Arch Type Pipe	46	Lin.Ft.	365.00	16,790.00
Extra for Pipe Under Pavement	256	Lin.Ft.	15.00	3,840.00
Bedding Material	72	Cu.Yd.	30.00	2,160.00

Oregon State Highway Division
Salem, Oregon, June 8, 1981

Federal Aid Project
No. F-92(4)

Concrete Inlets, Type G-1	1 Each	$ 600.00	$ 600.00
6-inch Drain Pipe	168 Lin.Ft.	7.00	1,176.00
Special Filter Material in Drains	48 Cu.Yd.	30.00	1,440.00
Guard Rail, Type 2A	2,313 Lin.Ft.	12.25	28,334.25
Guard Rail Anchors, Type 1	12 Each	275.00	3,300.00
Rail End Pieces, Type C	11 Each	75.00	825.00
Extra for Asphalt Approaches	8 Each	150.00	1,200.00
Delineators, Type 1	174 Each	20.00	3,480.00
Roadside Seeding and Straw Mulch with Mulch Binder	11 Acre	570.00	6,270.00
Loadometer Pit	1 Each	1,750.00	1,750.00
Removal of Existing Sign Installations	All Required		800.00
Wood Sign Posts	All Required		3,500.00
Type "C", "D" and "R" Signs in Place	107 Sq.Ft.	12.00	1,284.00
Type "EE" Signs in Place	13 Sq.Ft.	14.00	182.00
Type "U" Signs in Place	179 Sq.Ft.	17.00	3,043.00
Move and Reinstall Existing Signs	All Required		500.00
			$ 929,173.25

Anticipated Items		
Permanent Pavement Striping	All Required	$ 3,000.00
Temporary Pavement Striping	All Required	3,000.00
State Furnished Field Laboratory	All Required	500.00
Asphalt Cement Adjustment	All Required	30,000.00
On-the-Job Trainees (1 @ $800)	All Required	800.00
		$ 37,300.00

Subtotal	$ 966,473.25
Engineering	120,808.75
	$1,087,282.00
Lump Sum Reduction	20,000.00
Total	$1,067,282.00

Length of Project - Powder River Section .... 0.963 miles
Austin Jct. Section .... 1.891 miles

Total Work Area 2.854 miles

Cost Per Mile of Roadway - Powder River Section . $422,141.22
Austin Jct. Section .. $364,400.84

Oregon State Highway Division
Salem, Oregon, June 8, 1981

Federal Aid Project
No. F-92(4)

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	Sate Funds
Powder River Section	$ 406,522	$ 358,471	$ 48,051
Austin Jct. Section	1,067,282	941,129	126,153
TOTAL	$1,473,804	$1,299,600	$174,204

Powder River Section
Group 1 100%
Contract No. 9300
Prefix: 201-1460 (PE)
Prefix: 01-1008

Austin Jct. Section
Group 1 100%
Contract No. 9302
Prefix: 12-1917
Prefix 12-1058

Oregon State Highway Division
Salem, Oregon, June 8, 1981

Federal Aid Project
No. F-92(4)

Powder River & Austin Jct. Sections (Non participating - State Work) State Responsibilty for Damage	All Required	$1,000.00

9300

1.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-92(3) Powder River Sec.
Baker County - File 52948
Ref: D. Swan's ltr 8/25/82

Date: September 8, 1982

Reply to Attn. of: HRW-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

We have reviewed your request for authorization to proceed with the acquisition of the area identified as File 52948. We have concluded that the acquisition of the subject file is not eligible for Federal-aid participation since our approval of the construction project was based on the plans at that time. It is our understanding that subsequent to our authorization of the construction project the right-of-way plans were revised reducing the area actually acquired and now determined to be insufficient for the needs of the project.

G. K. Dassner
for Dale E. Wilken

cc:
OSHD (J. B. Boyd, R/W)
OSHD (D. Swan, Proj Mgt)

RECEIVED
STATE HWY ENGR
SEP 13 '82
REFER TO Wolhring
FOR
Info | Inves | R/D | D R | Sign | Act | File

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9300 L

No. FINAL

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Powder River Section

WEEK ENDING: Sept. 4, 1982

SECTION PREFIX: 1-1008

HIGHWAY: Whitney

COUNTY: Baker

NAME OF JOB: Powder River Section

KIND OF WORK: Grading & Paving

CONTRACTOR: Nelson-Deppe, Inc.

CONTRACT NUMBER: 9300

FEDERAL AID PROJECT NUMBER: F-92(4)

DATE OF CONTRACT: June 1, 1981

DATE WORK STARTED: Aug. 18, 1981

ESTIMATED COMPLETION DATE: Sept. 2, 1982

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 200

WORK DAYS USED

CALENDAR DAYS USED 196

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 98%

PROJECT AUTHORIZATION: $ 406,522.95

EXCLUSIVE OF ENGINEERING: $ 374,287.65

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 374,287.65

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%

ENGINEERING AUTHORIZATION $ 32,235.30

ENGINEERING COST TO DATE $ 55,767.55

PERCENT OF AUTHORIZATION 173%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE Agg.	OIL AND/OR PAVE.	MAT'L. PROD.	Grid rolled agg. subbase - 100%
100%	100%	100%	100%	100%	100%	

	GRADING	Agg. Base	Grid rolled Agg. Subbase	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.0	1.0	1.0		1.0
MILES PARTIALLY COMPLETED	1.0	1.0	1.0		1.0
MILES COMPLETED	1.0	1.0	1.0		1.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	14,800 CY	3,580 Ton	5,900 Ton		5,580 Ton
TOTAL QUANTITIES CORRECTED TO DATE	18,000 CY	2,889 Ton	7,677 Ton		5,462 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	18,000 CY	2,889 Ton	7,677 Ton		5,462 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 1					
HOURS PER SHIFT 8					

EQUIPMENT USED DURING THE WEEK:

1 hydro seeder, 1 mulcher

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 29		0		
MONDAY 30		0		
TUESDAY 31		0		
WEDNESDAY 1		1		Stop work order rescinded this date
THURSDAY 2		1		Second notification submitted this date
FRIDAY 3		0		
SATURDAY 4		0		

K

RECEIVED
SEP 1982
CONSTRUCTION SECTION

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 29	No Activity
MONDAY 30	No Activity
TUESDAY 31	No Activity
WEDNESDAY 1	Seeding & Mulching
THURSDAY 2	Seeding & Mulching completed
FRIDAY 3	No Activity
SATURDAY 4	No Activity

REMARKS

Contractor has Seeding & Mulching completed. Second notification submitted Sept. 2, 1982.

SIGNED for Bobby D. Johnson, Proj. Mgr.

LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

93 2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

Date: August 25, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project No. F-92(3)
Powder River Section
Baker County
(File 52948)

I request your authorization to proceed with the actual acquisition of the above listed file on the subject project at an estimated total cost of $1,000. The area to be acquired consists of a permanent slope & drainage easement as outlined in red on the enclosed sketch map. No relocation assistance is involved and authorization to proceed as requested will not involve an increase in total cost or Federal funds for the project at this time.

CL:bks
Enc.

cc: F. Lowe
General Files ✓

Form 734-3122

9300

2.

CON

August 23, 1982

Nelson-Deppe, Inc.
P. O. Box 768
Nampa, ID 83651

Time Extension Request
Powder River Section
Contract No. 9300
FAP No. F-92(4)

Your request for additional contract time in which to complete the above project has been reviewed and a time extension of 75 calendar days is granted.

The additional time has been granted for the reason that the traveling public was not inconvenienced, nor was business and commerce interfered with, and there was no additional expense to the public or increased cost to the State because of late completion.

This should provide sufficient time in which to complete the seeding and mulching on the project.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
R. D. Hector
Bobby Johnson
FHWA
R. D. Church

FORM 81-734-3030

☐ RE ☐ RCE ☐ RME ☐ ROE

☐ RFA

FILE:
AUG 13 1982
RECEIVED
REGION 5 OFFICE

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Pendleton, Oregon 97801
August 12, 1982

FROM: Bobby D. Johnson
Project Manager

TO: Robert D. Hector
Region Engineer

SUBJECT: Analysis of Contractor's letter dated 7-21-82
Powder River Section, Contract #9300
Austin Jct. Section, Contract #9302
Whitney Highway

Nelson-Deppe, Inc., contractor on the subject projects, contend in their letter dated July 21, 1982, that they incurred additional costs because of conditions which developed on the Austin Junction Project. The Austin Junction Project did exceed the contracted amount by $394,900.00 or 43%. My analysis of the additional costs as described in their letter is as follows:

1. The Prime Contractor, Nelson-Deppe, moved out their equipment in the Fall of 1981. Then moved the same equipment back except for the crusher and two dozers in the Spring of 1982.

   The grading subcontractor, D J Earthmoving, moved out their equipment in the Fall of 1981. Then moved the same amount of equipment back in the Spring of 1982.

2. It was necessary to reprocess and finish the base rock materials this year that were placed and finished last year.

3. The contractor was required to do some clean up work namely the removal of gravel in the roadbed ditches.

4. The A.C. aggregate stockpiled material was extremely wet after setting through the winter which did require additional fuel to dry. In order to meet our moisture specification in the A.C. mixture the contractor had to slow up his production of mix.

In light of the 43% overrun which was necessary to correct primarily foundation problems on the Austin Junction Project I believe we should accept the contractor's offer for settlement as set forth in the last paragraph of his letter.

Your approval is recommended.

Bobby D. Johnson
Bobby D. Johnson
Project Manager

RECEIVED
1982
SCS
EO
CONSTRUCTION
SECTION

BDJ:ljc

cc:file

[illegible]

STATE OF OREGON

INTEROFFICE MEMO

TO: Pat Schwartz
Asst. State Highway Engineer for Operations

DATE: July 27, 1982

RECEIVED
JUL 29 1982
CONSTRUCTION SECTION

SUBJECT: Powder River Section
Whitney Highway
Baker County
Contract No. 9300

You have my July 22 letter concerning an extension in time for the Powder River Section. To your file, I would like to add the attached letter from Larry Nelson. He points out that he could develop a claim for at least $34,900, but would swap it for the $10,000+ completion penalty on the Powder River Section. His arguments make sense to me.

May I take him up on the deal?

R. D. Hector
Region Engineer

RDH/lm

Enc. [illegible]

cc: C. T. Keasey w/attachment ✓
Jack Sollis w/attachment
Bobby Johnson

NELSON-DEPPE, INC.
CONTRACTORS

OFFICE - P.O. Box 768 • 1004 - 12th Ave. So., Nampa, Idaho 83651 • Telephone 467-6581

July 21, 1982

RECEIVED
JUL 26 1982
RE ARE

Mr. Bobby Johnson
Resident Engineer
Oregon Department of Transportation
State Highway Division
Box 459
Pendleton, Oregon 97801

Re: Project No. F-92(4) Powder River
Austin Junction Sections of Whitney
Highway.

Dear Bobby-

You are aware that the completition of these projects was delayed because of conditions which developed on the Austin-Junction section from the time the job was initially opened and continued throughout the term of the project. The delays in turn pushed the major portion of the work on Powder River and all of the paving for both jobs into the 1982 season. We had to mobilize to Austin-Junction twice and the excavation subcontractor was forced to mobilize to both jobs twice which cost us and them $9,000.00 Also additional costs were incurred for slope dressing, reprocessing and refinishing $7,000.00 and clean up due to winter damage $2,000.00. Further, our crushing plant and gravel placing equipment were tied up on the Austin-Junction section far longer than they should have been due to the job delays. At this point we have not calculated our costs for this idle time nor the costs we experienced because of our disrupted 1981 and 1982 work schedules.

The plant mix stockpiles sat through the 1981-1982 winter at Austin-Junction and became thoroughly saturated. These saturated stockpiles cost the paving subcontractor $7,200.00 based on his five year experience with his particular plant on fuel consumption of 2.36 gallons of propane to dry and heat mix as compared to the 3.613 gallons per ton he actually used on this job. (3.613 - 2.36 = 1.253 gallons excess @$0.597/gallon = $0.748/ton); ($0.748 x 9,643.19 tons of plant mix produced = $7,213.00)

The production curtailment at the plant could only produce 200TPH as compared to the 300TPH plus he normally runs. This increased his labor costs of production and laydown by 50% or $3800.00. (One supervisor, 3 men at plant, 4men on laydown crew, and 2 roller operators.) total men @ an average Davis-Bacon wage rate of $19.76 x 1.201* = $23.73; $23.73 x 10 men = $237.30 ÷

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*Workmen's Compensation, FICA and Unemployment I.

NELSON-DEPPE, INC.
CONTRACTORS

OFFICE - P.O. Box 768 • 1004 - 12th Ave. So., Nampa, Idaho 83651 • Telephone 467-6581

200TPH = $1.1865/ton; excess cost = $0.791 - $1.1865 = $0.3955/ton x 9,643.19 tons = $3,814.00.) Also the entire asphalt plant, 6cy. loader, laydown machine, water truck, and 2 rollers operated at 2/3 efficency which increased his equipment costs 50%. (Blue book monthly rental rated DM60 asphalt plant, 3 bin cold feed; PK conveyer, hot oil storage, hot belts and bin, generator = $37,665.; 988 loader = $6,000; PF laydown machine $10,700; water truck $1,950; rollers $4,310 x 2 = $8,620; grand total $64,935 ÷ 176 = $369/hour equipment cost; 9643/300TPH = 32.14 hours for job versus 9643t/200TPH = 48.21; difference = 16,07 hours. @ $369/hour = 5929 excess equipment cost or $5929/9643t = $0.614/ton.

Summary of paving subcontractors excess costs: excess fuel, heating and drying cost $7200; excess labor costs $3800; excess equipment costs $5900; total = $16,900.

Summary of our and excavation subcontractors' excess costs: mobilization $9,000; reprocessing, refinishing, and slope dressing $7,000 and cleanup due to winter damage $2,000; total $18,000.

These 2 jobs cost us and our subcontractors in excess of $34,900 because of the job conditions at Austin-Junction besides the completion penalty on the Powder River job. The excess job costs are very real and have been paid for which we are entitled to be reimbursed. Our actual costs are far greater than what we have highlighted here and we certainly would not have given the $20,000 reduction on the two jobs had we known what the actual job conditions were going to be at Austin-Junction.

We are not litigious by nature so in the spirit of compromise we wish to propose that we absorb the very substantial excess costs we have already paid on these projects if you are willing to drop the $10,000 plus completion penalty imposed on the Powder River job.

Sincerely,

Q/un L.S. Nelson

[illegible] OF OR[illegible]ON

INT[illegible]ROFFICE MEMO

O. B. Jackmond
Contract Administration Engineer

DATE: December 22, 1931

SUBJECT: Contract Time Extension
Powder River Section
Contract No. 9300
Whitney Highway
Baker County

Enclosed is a contractors request for time extension on the Powder River Section. Also enclosed is an evaluation of the request by Bobby Johnson.

It appears to me that any basis for finding in this decision must rest with a determination to find if this project and the Austin Junction project are conjoined as the contractor claims. We feel that the jobs are indeed conjoined, however, a contract lawyer should be consulted.

Johnson's report gives you a point by point discussion and I do not take exceptions to his discussions. He further reaches a conclusion and recommendation. We concur in his recommendation.

R. D. Hector
Region Constr

FILE:

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Pendleton, Oregon 97801
December 14, 1981

FROM: Bobby D. Johnson
Project Manager

TO: Robert D. Hector
Region Construction Engineer

SUBJECT: Contract Time Extension
Powder River Section
Contract No. 9300
Whitney Highway

I am enclosing herewith the contractor's request for a time extension on the subject project.

My evaluation of the delays claimed by the contractor are as follows:

1. The contractor contends that the subject contract and contract No. 9302 are conjoined. Both of these projects were let at the same time. After reviewing the Special Provisions for both projects under "Consideration of Bids" it is my opinion that probably the two projects should be considered to be in conjunction with one another.

2. The contractor advises that they started working on Contract 9302 first because they needed time to pursue a suitable source of rock and secure the proper permits. Considering the volume of earthwork on Contract 9302 (70,000 cubic yards General Excavation) his decision to start on the Austin Junction Section seems to me like a practical and wise decision.

3. The contractor mentions price agreements for quarry run embankment and the overrun of bid item quantities. These price agreements were necessary because of unsuitable material encountered in the roadbed cuts and poor foundation in the embankment areas. All of the cuts required some sub-excavation and or the installation of perforated pipe in order to stabilize the subgrade. After the roadbed embankment was brought to grade it was necessary to perform some sub-excavation work in these areas because of a yielding subgrade. For the most part, the sub-excavated areas were backfilled with coarse aggregate base so as to reinforce the grade. All of the grading, drainage and coarse aggregate base surfacing has been completed on the Whitney Highway. Some minor grading and a portion of the coarse aggregate base remains to be completed on the John Day Highway. At the present time I do not anticipate that the Austin Junction Section, Contract No. 9302, will be delayed further because of any additional work.

4. The contractor makes mention about the Sumpter Valley Railroad crossing disrupting their work. There will be no additional cost to the contractor or delay of the contract in the construction of the railroad crossing.

5. The contractor states that they were directed not to remove any of the existing roadway alignment. Due to the lateness in the

ntinued)

year, the contractor was directed to discontinue his grading operations. (See Suspend Work Order letter attached.)

6. The contractor contends that the traveling public has not been inconvenienced nor has business and commerce been interfered with as described in Section 108.08 of the "Standard Specifications for Highway Construction". The Suspend Work Order letter was written so as not to inconvenience the traveling public or interfere with business and commerce during the winter months.

7. The contractor indicates that the paving should be performed during the summer season. It most likely will be late Spring or early summer before the contractor will be allowed to pave, especially since the project is located in a mountaineous region.

Thus far, Contract No. 9302, Austin Junction Section, has overrun the contracted amount approximately 32%. It was necessary to perform additional work on Contract No. 9302 as set forth in Price Agreement Nos. 2, 5, 8 Revised, 10 and 11, all of which delayed the project. After reviewing our job records, it is my best estimate that the grading work on the Austin Junction Section was delayed 52 days. The additional time required to perform the extra work on the Austin Junction Section did not leave enough time to complete the Powder River Section prior to normal winter weather.

I believe the contractor used good judgment by starting the Austin Junction project first. From a practical standpoint, I believe that most any contractor that might have been a successful bidder on the two projects would have done the same. Also, I feel sure they would have planned on one grading spread to perform the work on both jobs, otherwise they would have needed to bring in twice as much grading equipment.

These two projects are located in the same general geographical area approximately 22 miles apart. They were both let at the same time. The Austin Junction Section, Contract No. 9302, provided a prospective source of materials. The Powder River Section, Contract No. 9300, did not provide a prospective source of materials.

Because of the unforeseen extra work on the Austin Junction Section and, if in fact, these two contracts are conjoined, I believe the contractor should be granted additional calendar days to complete the Powder River Section. I propose that an increase in the number of calendar days from 125 days to 412 days, within which to complete Contract No. 9300, be allowed. This will extend the completion time to July 31, 1982.

Your approval of the aforementioned increase of calendar days is recommended.

Bobby D. Johnson

Bobby D. Johnson
Project Manager

BDJ:ljc

cc:file

Enclosures

EPPE, INC.
NTRACTORS
OFFICE - P.O. Box 768 • 1004 - 12th Ave. So., Nampa, Idaho 83651 • Telephone 467-6581

RECEIVED
NOV 5 1981
☑RE ☐ARE

November 2, 1981

Bobby Johnson
Resident Engineer
Department of Transportation
State Highway Division
P. O. Box 459
Pendleton, Oregon 97801

Re: Contract No. 9300, Powder River Section of the Whitney Highway.

Dear Sir:

We respectfully request an increase of contract time on Contract No. 9300 from 125 calendar days to 425 calendar days for the following reasons:

1. We consider Contract No. 9300 and Contract No. 9302 to be conjoined due to the $20,000. lump sum reduction provided we were awarded both jobs.

2. We were not provided with a state approved source for aggregate for Contract 9300 for the production of base rock and plantmix material; therefore, we needed time to pursue a suitable source and secure the proper permits. Due to this we felt we should start Contract 9302 while we were securing a source for Contract 9300.

3. Contract No. 9302 required extra work due to the extremely high ground water table. The pipe requirements increased by 115%. Price Agreement #5 for filter fabric and quarry run embankment have overrun 85% and 48% respectively. Item No. 16 Coarse Aggregate Base will overrun possibly as much as 30% (Backfill material used in sub-excavated areas). At this time we have spent an additional 60 days on this extra work.

4. At the Preconstruction Conference, we were notified that the Sumpter Valley Railroad would require a crossing with the possibility of grading material to be furnished for the approaches to the highway. We were asked by a representative of the Sumpter Valley Railroad if we would be interested in providing the material and doing the grading where the railroad would cross the highway. We stated that we would agree to do this work; however, we also stated that it would be disruptive

to our original progress and construction plans. We also stated that it would also interfere and be more costly to gravel and pave with the interference of a railroad crossing. We had no prior knowledge of this before the bid letting.

5. Contract No. 9300 (Powder River) will not pave this year. The Highway Department has directed us to not remove any of the existing roadway alignment. Since we cannot complete our grading and gravel operations this fall, and will have to complete the project next season, we are asking for an increase in contract time.
6. On the Powder River Section, the "traveling public" has not been inconvenienced, nor has "business and commerce" been interfered with, and there will be no foreseeable expense to the "public" or increase in cost to the State, (Section 108.08, Oregon Standard Specifications, 1974) caused by the job not being completed this year.
7. The character of the work to be performed (paving), and the climate of the area, require that the work be performed in the summer season.

We are asking for 300 days on Contract 9300 (Powder River) because it is a calendar day project and we will not be able to complete it this year for the reasons listed above.

Very truly yours,

NELSON-DEPPE, INC.

Darwin Deppe
President

OREGON STATE HIGHWAY DIVISION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date October 30, 1981

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 125 days to 425 days, within which to complete our Contract No. 9300, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

NELSON-DEPPE, INC.
Contractor

By L. S. Nelson V.P.

CONSENT OF SURETY

Date October 30, 1981

We, Safeco Insurance Company of America, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact Dennis D. Price

(SEAL)

Resident Agent Dennis D. Price

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 9300 Contractor Nelson-Deppe, Inc.

Highway Whitney Highway

Section Powder River Section

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

See attached letter.

[illegible]

Recommended for Approval:

Region Construction Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	9300
Project designation (State-Federal)	Federal
Date awarded	June 1, 1981
Work started	Aug. 18, 1981
Per cent completed (Date)	15%, 12-5-81
No. of ~~Workdays~~ Calendar Days Allowed	125
No. of ~~Workdays~~ Calendar Days Used	412
No. of Added ~~Workdays~~ Calendar Days Requested	287

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That Safeco Insur
OF

rion Co

WER OF ATTORNEY

SAFECO
HOME OFFICE: SAFECO PLAZA
ATTLE, WASHINGTON 98185

No. 4795

KNOW ALL MEN BY THESE PRESENTS:

That **Safeco Insurance Company of America**, a Washington corporation, does hereby appoint

---------------------DENNIS D. PRICE; WALTER R. JOHNSON, Meridian, Idaho --------

its true and lawful attorney(s)-in-fact, with full authority to execute on behalf of the company fidelity and surety bonds or undertakings and other documents of a similar character issued by the company in the course of its business, and to bind **Safeco Insurance Company of America** thereby as fully as if such instruments had been duly executed by its regularly elected officers at its home office.

IN WITNESS WHEREOF, Safeco Insurance Company of America has executed and attested these presents

this 11th day of April, 19 75.

CERTIFICATE

Extract from the By-Laws of Safeco Insurance Company of America:

"Article VI, Section 12.- FIDELITY AND SURETY BONDS . . . the President, any Vice President, and the Secretary shall each have authority to appoint individuals as attorneys-in-fact or under other appropriate titles with authority to execute on behalf of the company fidelity and surety bonds and other documents of similar character issued by the company in the course of its business . . . . On any instrument making or evidencing such appointment, the signatures may be affixed by facsimile. On any instrument conferring such authority or on any bond or undertaking of the company, the seal, or a facsimile thereof, may be impressed or affixed or in any other manner reproduced; provided, however, that the seal shall not be necessary to the validity of any such instrument or undertaking."

Extract from a Resolution of the Board of Directors of
Safeco Insurance Company of America adopted July 28, 1970

"On any certificate executed by the Secretary or an assistant secretary of the Company setting out,

(i) The provisions of Article VI, Section 12 of the Bylaws, and

(ii) A copy of the power-of-attorney appointment, executed pursuant thereto, and

(iii) Certifying that said power-of-attorney appointment is in full force and effect,

the signature of the certifying officer may be by facsimile, and the seal of the Company may be a facsimile thereof."

I, W. D. Hammersla, Secretary of Safeco Insurance Company of America, do hereby certify that the foregoing extracts of the By-Laws and of a Resolution of the Board of Directors of this corporation, and of a Power of Attorney issued pursuant thereto, are true and correct, and that both the By-Laws, the Resolution and the Power of Attorney are still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the facsimile seal of said corporation

this 30th day of October, 1981.

PRINTED IN U.S.A.

9300

Baker Co
#71

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

August 6, 1982

J. H. Versteeg
Road Design Engineer

File 52948
Powder River Section
Whitney Highway
Baker County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 6 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Attached is a description (1 file), an authorization, correspondence and right of way prints covering additional right of way required for the subject project now under contract.

By: R

Robert R. Rounds
R/W Descriptions Coordinator

RRR:rlr
Attachments

9300

HIGHWAY DIVISION CON

C. T. Keasey
Construction Engineer

August 5, 1982

W. E. Schwartz
Assistant State Highway Engineer

Liquidated Damages
Powder River Section
Whitney Highway
Contract #9300

Attn: O. B. Jackmond

I have reviewed all of the material pertinent to the contractors request for the return of liquidated damages assessed on subject project. This includes the special provisions for this contract and contract #9302, the Austin Junction Section. This also includes Bob Hectors latest letters of July 22 and July 27 and the contractors letter of July 21. Further, I have discussed the matter with Mr. Coulter, Chief Counsel, Jack Sollis, and FHWA Area Engineer, Dave Carter.

I am convinced that we should return the liquidated damages which have been assessed against the project and that FHWA will participate in this action.

We tied contracts #9300 and #9302 together through the bidding process and the lump sum reduction we solicited. Seven of the nine bidders for the two projects submitted bids on both projects. Any prudent contractor, having both contracts, would have pursued the work in the same sequence that this contractor did. On contract #9302 we ran into problems over which the contractor had no control which caused that contract to overrun by 18.6% or $227,000+ and delayed the completion of both contracts from last fall.

The work of both contracts is now completed except for minor seeding and mulching which cannot be done until this fall. Both contracts, exclusive of engineering, were completed within authorized amounts. Engineering changes for both projects considered together were within the authorized amount. This later information is taken from the July 31 weekly reports.

From the above facts it appears that the state has not been damaged by the failure of the contractor to complete contract #9300 within the specified time. The public certainly has not been damaged or significantly inconvenienced by late completion. Counsel advises that we would be hard pressed in court to make a case for liquidated damages.

I also have a copy of Jackmond's teletype of July 30 to Hector instructing him to do certain things to justify return of liquidated damages. Rather than pursue that course, by a copy of this letter I am directing Hector to furnish the contractor with our form 734-3320, Contractors' Request for Adjustment of Contract Time, and offer him any requested assistance in completing this request. Construction should pursue FHWA review and approval when they receive the request. Submit to this office for approval.

WES:st

cc H. S. Coulter
R. D. Hector
Jack Sollis

.LGM LAG CO KB 15 7-309-82 12.319 P M

BOB HECTOR

CC - W E CXX SCHWARTZ

WE HAVE RECEIVED YOUR LETTERS OF JULY 22 AND JULY 27 CONCERNING THE AUSTIN JCT. AND POWDER RIVER JOBS, CONTRACT NOS. 9300 AND 9302. WE ALSO HAVE THE CONTRACTORS LETTER OF JULY 21 SETTING FORTH A CLAIM ON THE AUSTIN JCT. PROJECT AND OFFERING A COMPROMISE SETTLEMENT IN AN AMOUNT EQUAL TO THE LIQUIDATED DAMAGES ON THE POWDER RIVER PROJECT.

5 XX THIS IS HIGHLY IRREGULAR. HOWEVER, I HAVE REVIEWED THIS MATTER WITH THE A.G. OFFICE AND HAVE BEEN ADVISED THAT IT WOULD BE POSSIBLE TO DRAFT A SEPARATE AGREEMENT BEWXXX BETWEEN THE STATE AND THE CONTRACTOR PROVIDING A MUTUALLY ACCEPTABLE SETTLEMENT OF A CONTRACT CLAIM. THE CLAIM MUST BE JUSTIFIED AND SUPPORTED AND THE CONSIDERATION OFFERED MUST EQUITABLY RESOLVE THE ISSUES.

UPON RECEIPT OF THE PROJECT MANAGERS ANALYSIS OF THE AUSTIN JCT. CLAIM TOGETHER WITH COST JUSTIFICATION SUPPORT AND YOUR COMMENTS THEREON, THE CONSTRUCTION OFFICE WILL REQUEST THE A.G. TO PREPARE AN APPROPRIATE AGREEMENT.

IF THE CLAIM CANNOT BE SUPPORTED OR IF THE VALID AMONT ZXXXXX AMOUNT OF THE CLAIM IS NOT REASONABLY RELATED TO THE VALUE OF THE LIQUIDATED DAMAGE RETURN REQUESTED THEN NO AGREEMENT CAN BE OFFERED.

NO SETTLEMENT SHOULD BE OFFERED THE CONTRACTOR UNTIL WE HAVE AN AGREEMENT PREPARED AS SXX DESCRIBED ABOVE.

O B JACKMOND

MK$\frac{3}{4}$&9

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 30 '82
REFER TO
FOR
Info Answer [illegible] [illegible] Sign Act File

STATE OF OREGON **INTEROFFICE MEMO**

TO: Pat Schwartz
Asst. State Highway Engineer for Operations

DATE: July 27, 1982

SUBJECT: Powder River Section
Whitney Highway
Baker County
Contract No. 9300

You have my July 22 letter concerning an extension in time for the Powder River Section. To your file, I would like to add the attached letter from Larry Nelson. He points out that he could develop a claim for at least $34,900, but would swap it for the $10,000+ completion penalty on the Powder River Section. His arguments make sense to me.

May I take him up on the deal?

R. D. Hector
Region Engineer

RDH/lm

Enc.

cc: C. T. Keasey w/attachment
Jack Sollis w/attachment
Bobby Johnson

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 29 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON

INTEROFFICE MEMO

TO: Pat Schwartz
Assistant State Highway Engineer for Operations

DATE: July 22, 1982

RECEIVED
STATE HWY ENGR
JUL 26 '82
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

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RECEIVED
JUL 29 1982
CONSTRUCTION
SECTION

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FE 7-21-82
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SUBJECT: Contract Time Extension
Powder River Section
Contract No. 9300
Whitney Highway
Baker County

for recommendations

This is written as a report to support the Contractor's request for extension in time for the Powder River Section of the Whitney Highway.

When the Powder River Section was originally worked up by Region personnel, it was to be as a part of a larger project which included the Austin Junction Section of the same highway. It was planned that by letting both sections as one project a better contractor bid would be developed. Sometime before the bid letting, it was decided to let the work in two projects. The bidders received the opportunity to bid a lump sum reduction if they were the successful bidder on both projects. The successful bidder, Nelson-Deppe, Inc., did bid a $20,000 lump sum reduction. This supports the notion that the work should have indeed been let as one contract as originally proposed. We fail to understand why the work was let as two projects. There were no right of way problems nor were there any cash flow problems.

Of the nine contractors who bid the work, seven of them bid to do both sections, one bid only the Powder River section and one bid only the Austin Junction section. It is apparent that most of the contractors bidding the work were viewing it as one job.

The work started on the Austin Junction section. That decision is a logical and proper one as that section is at a much higher elevation and a much shorter work season would be anticipated. That particular section suffered from many unforseen construction problems mostly having to do with embankment construction and subsurface drainage. The work was so extensive that an increase of probject authorization of $227,440 or 18.6 percent was required to do the work. The road work itself had to be brought to an acceptable standard of service before the winter weather set in. The contractor was cooperative in bringing the roadway to that standard but by doing the required work and the additional work, he was delayed beyond his planned schedule in moving to the Powder River Section. This caused the contractor to overrun the short (125 calendar days) contract time set up on that contract. The contractor developed and used a sound and prudent operational plan in going about his business. The primary things that monkey-wrenched his plan was the significant and unanticipated changes encountered at Austin Junction. I feel that, if not for those changes, the contractor could have and would have completed all of the work on both sections last fall.

The travel way has been kept to an acceptable standard throughout this process. The traveling public has not been inconvenienced nor has business or commerce been interfered with. The has been no damage or loss to the public or the State due to the work not being completed in 1981.

I am again recommending that all time required to complete the Powder River Section be granted. The work is complete except for seeding and mulching work to be done this fall.

R. D. Hector
Region Engineer

RDH/vt
cc: C. T. Keasey
Jack Sollis
Bobby Johnson

NELSON-DEPPE, INC.
CONTRACTORS
OFFICE - P.O. Box 768 • 1004 - 12th Ave. So., Nampa, Idaho 83651 • Telephone 467-6581

July 21, 1982

RECEIVED
JUL 26 1982
☒RE ☒ARE

Mr. Bobby Johnson
Resident Engineer
Oregon Department of Transportation
State Highway Division
Box 459
Pendleton, Oregon 97801

Re: Project No. F-92(4) Powder River
Austin Junction Sections of Whitney
Highway.

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Summary of paving subcontractors excess costs: excess fuel, heating and drying cost $7200; excess labor costs $3800; excess equipment costs $5900; total = $16,900.

Summary of our and excavation subcontractors' excess costs: mobilization $9,000; reprocessing, refinishing, and slope dressing $7,000 and cleanup due to winter damage $2,000; total $18,000.

These 2 jobs cost us and our subcontractors in excess of $34,900 because of the job conditions at Austin-Junction besides the completion penalty on the Powder River job. The excess job costs are very real and have been paid for which we are entitled to be reimbursed. Our actual costs are far greater than what we have highlighted here and we certainly would not have given the $20,000 reduction on the two jobs had we known what the actual job conditions were going to be at Austin-Junction.

We are not litigious by nature so in the spirit of compromise we wish to propose that we absorb the very substantial excess costs we have already paid on these projects if you are willing to drop the $10,000 plus completion penalty imposed on the Powder River job.

Sincerely,

for L.S. Nelson

NELSON-DEPPE, INC.
CONTRACTORS

OFFICE - P.O. Box 768 • 1004 - 12th Ave. So., Nampa, Idaho 83651 • Telephone 467-6581

July 21, 1982

RECEIVED
JUL 26 1982
☑ RE ☑ ARE

Mr. Bobby Johnson
Resident Engineer
Oregon Department of Transportation
State Highway Division
Box 249
Pendleton, Oregon 97801

Re: Project No. F-92(4) Austin-Junction section Whitney Highway and price agreement contract No. 4 No. 9302 dated August 4, 1981

Dear Bobby,

At the preconstruction conference for the above job we were asked for a price to supply the state maintenance force at Austin-Junction with 2,000 tons of asphalt plant mix at the plant site. We subsequently gave the price of $10.52 per ton as is reflected in the price agreement. During this conference we recall that we said we would be happy to supply the mix so long as it did not interfere with our paving operations and although we cannot recall it being discussed, the state maintenance people wanted the mix in 1981 and we intended to supply it in 1981. Of course this job was not paved until 1982 which caused two problems. Fuel consumption for drying and heating was higher than normal and production at the plant was so low it was not practical to pave and supply at the same time. We tried to do this for two days and both the paving and the state maintenance placing operations suffered.

Specifically the heating and drying costs ran at an excess of $0.748 per ton of plant mix produced. (See attached letter dated July 21, 1982 Re: Project No. F-92 (4)). Also although we had to keep the plant in operation to supply mix after we were finished paving, this took only 1½ days extra; 8 hours on Tuesday July 13, 424.21 tons were produced and on Wednesday July 14, 1982 the plant ran 4 hours and produced 227.34 tons. This amounts to 651.55 tons being produced in 12 hours. Plant rental is $248.00 *per hour or x 12 = $2,976 for 12 hours or $2,976/651.55 = $4.57 per ton; from this we must deduct

* See attached letter dated July 21, 1982 Re: Project No.F-92(4)

NELSON-DEPPE, INC.
CONTRACTORS

OFFICE - P.O. Box 768 • 1004 - 12th Ave. So., Nampa, Idaho 83651 • Telephone 467-6581

what the cost would have been if the plant would have produced even at the lower production rate of 200TPH; $2,976/2,400 = $1.24; $4.57 - $1.24 = $3.33 per ton excess plant rental cost. This results in a total excess cost of $0.748 plus $3.33 = $4.08 above the $10.52 in the price agreement because of mixing in 1982 versus 1981.

However real these costs are Vern Hinkle told Dale Hyatt that, after we discovered we would not be able to pave and supply him mix at the same time, he would be willing to sell him mix after we finished paving for the $10.52 in the price agreement plus $1.79 for excess fuel and having the plant tied up or for a total of $12.31. Dale did not commit to this price change.

We request that a new price agreement be issued to reflect the $12.31 price.

Sincerely,

for L.S. Nelson

c.c. C.D. Hyatt
District Engineer
Oregon State Highway Division
812 E. Idaho Avenue
Ontario, Oregon
97914

Powder River Section
Grading and Paving

RECEIVED
STATE HWY ENGR
JUL 1 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
JUN 29 1982
CONSTRUCTION SECTION
CE CAE FOE CCS SCS EEO OM CA LC TC PE CP

CONSIDERATION OF BIDS

Bids for Austin Junction Section will be opened at the same time and place as bids for this project and prequalified bidders may submit bids on either one or both of the projects.

Bids for this project will be considered in conjunction with bids for the Austin Junction Section, and the Oregon Transportation Commission reserves the right to award the contracts on the basis of the lowest total cost for the two projects. The lowest bidder for this project will therefor have no claim on the award of this contract unless his bid in combination with some bid for the Austin Junction Section gives the lowest total for the two project.

If the bidder should bid on the Austin Junction Section, as well as on this project, he may, if he so desires, bid a lump sum amount by which he will reduce the total of his two bids, if he is awarded the contracts for both projects. This bid or offer to reduce the total of his bids must be made on the qualification sheet inserted in the proposal form for the Austin Junction Section. No mention of the offer need be made in the proposal for this project.

If an award is made on the lump sum reduction basis above described, the lump sum amount will be deducted from payments made to the contractor on the Austin Junction Section.

In case the bidder does not desire to receive the award of contract for this project unless he also receives the award of contract for the Austin Junction Section, he may protect himself against such a possibility by signing the statement to the effect which appears on the qualification sheet inserted in the proposal form.

7-1-82

Again reviewed with Sallis and he again advised that, in his opinion, these are two separate contracts and should be treated as such. Several weeks ago I invited Hector and B. Johnson to come in and review these projects and to date I've had no response.

xc: B. Hector

RECEIVED
STATE HWY ENGR
JUN 28 '82
REFER TO
B. Jackman
FOR
Info Inves R/D D/R Sign [✓ Act] File

It appears that the jobs are tied together by spec. reference & that consideration for time is warranted.

Austin Jct. Section
Grading and Paving

CONSIDERATION OF BIDS

Bids for Powder River Section will be opened at the same time and place as bids for this project and pre-qualified bidders may submit bids on either one or both of the projects.

Bids for this project will be considered in conjunction with bids for the Powder River Section, and the Oregon Transportation Commission reserves the right to award the contracts on the basis of the lowest total cost for the two projects. The lowest bidder for this project will therefore have no claim on the award of this contract unless his bid in combination with some bid for the Powder River Section gives the lowest total for the two projects.

If the Bidder should bid on the Powder River Section as well as on this project, he may, if he so desires, bid a lump sum amount by which he will reduce the total of his two bids, if he is awarded the contracts for both projects. This bid offer to reduce the total of his two bids must be made on the qualification sheet inserted in the proposal form for this project. No mention of the offer need be made in the proposal for the Powder River Section.

If an award is made on the lump sum reduction basis above described, the lump sum amount will be deducted from payments to the contractor on this project (Austin Jct. Section). The lump sum reduction will be deducted in a pro rata amount from each partial payment, on the ratio as the lump sum deduction bears to the total amount of bid. If for any reason the pro rata deductions from the partial payments prior to the semi-final estimate do not accrue to the total lump sum reduction, the remaining amount will be deducted from payment made on the semi-final estimate.

In case the bidder does not desire to receive the award of contract for this project unless he also receives the award of contract for the Powder River Section, he may protect himsef against such a possibility by signing the statement to the effect which appears on the qualification sheet inserted in the proposal form.

Section IV. Performance Bond

KNOW ALL MEN BY THESE PRESENTS: That we Nelson-Deppe, Inc., an Idaho corporation, duly authorized to do business in the state of Oregon, by and through its corporate officials doing business at Nampa (Box 768), Idaho 83651 as principal, and

as surety, are jointly and severally held and bound unto the State of Oregon, in the sum of Nine Hundred Twenty-Nine Thousand One Hundred Seventy-Three Dollars and Twenty-Five Cents

Bid Amount $929,173.25 —Total amt. of contract
Lump Sum Reduction 20,000.00
$909,173.25

for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators and assigns or successors and assigns, firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

That, whereas the said principal herein has made and entered into a certain contract, a copy of which is attached hereto, with the State of Oregon, which contract, together with the applicable plans, Standard Specifications, special provisions, and schedule of contract prices, is by this reference made a part hereof, whereby the said principal agrees to perform certain work and to assume certain obligations, which things he agrees to do in accordance with the certain terms, conditions, requirements, plans and specifications set out in said contract.

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms, conditions and provisions of the said contract, in all respects, and shall well and truly and fully do and perform all matters and things by him undertaken to be performed under said contract, upon the terms set forth therein, and within the time prescribed therein, or as extended as provided in the applicable Standard Specifications, and shall indemnify and save harmless the State of Oregon, the Oregon Transportation Commission, and members thereof, its officers, employes, and agents, against any direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the performance of the said contract by the said contractor or his subcontractors; and shall make payment promptly, as due, to all subcontractors and to all persons supplying to the contractor or his subcontractors equipment, supplies, labor or materials for the prosecution of the work, or any part thereof, provided for in said contract, and shall pay all contributions or amounts due the State Accident Insurance Fund and the State

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With

☒ RE ☐ R/E ☒ RWE ☒ ROE Baker Co.

☒ JUL 21 1982 ☐ FILE: 51263

RECEIVED
REGION 5 OFFICE

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Pendleton, Oregon 97801
July 20, 1982

FROM: B. D. Johnson
Project Manager

TO: R. D. Hector
Region Engineer

SUBJECT: Proposed Permanent Easement
Hawley Property
Powder River Section
Contract No. 9300
Baker Co.
Whitney Hwy.
1-1008-944

Enclosed herewith you will find a map with proposed permanent easement on Hawley property sketched in blue.

Bobby D. Johnson
Bobby D. Johnson
Project Manager

BDJ:ljc

cc:file

1 Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
1 Wakerlig ~~Round~~

RECEIVED
JUL 29 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

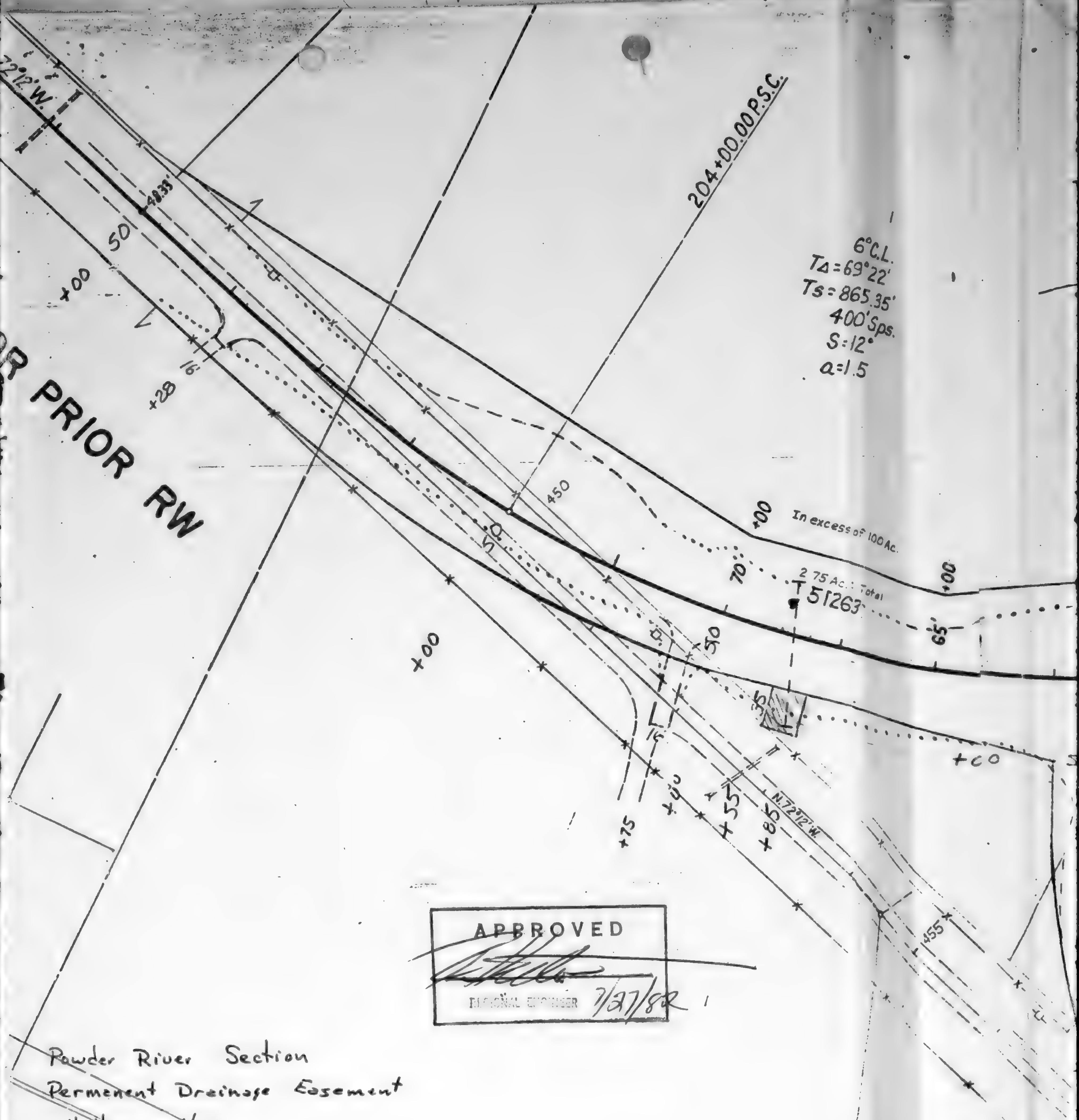
cy Peter & Barnett 7-27-82 JT

Hans Brown

cy - Versteeg -

Need perm. easement for const. & maint. of drainage culvert. Easement document should also acknowledge slope encroachment between 206+00 & 209+00 — See attached -

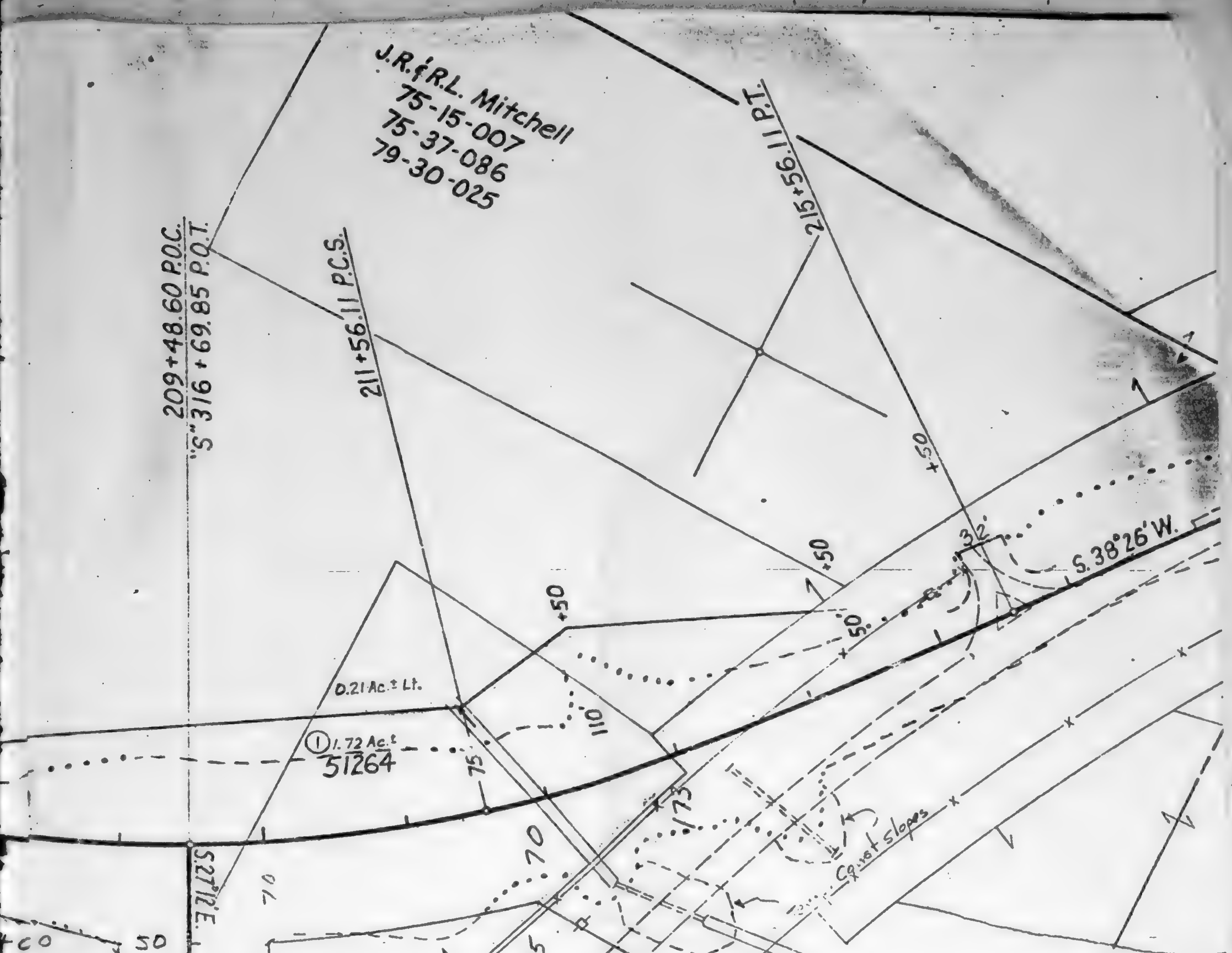
R. Hector
7/27/82


72°12'W.
48.33'
50
+00
16'
+28
R PRIOR RW
204+00.00 P.S.C.
6°C.L.
TΔ=69°22'
Ts=865.35'
400'Sps.
S=12°
a=1.5
450
+00
In excess of 100 Ac.
70
2.75 Ac.: Total
T51263
+00
65'
50
50
+00
35
16
+75
+00
+55
+85
N.72°12'W.
455
+00
+00

APPROVED

REGIONAL ENGINEER 7/27/82

Powder River Section
Permenent Dreinage Easement
Whitney Hwy


J.R. & R.L. Mitchell
75-15-007
75-37-086
79-30-025
209+48.60 P.O.C.
"S" 316+69.85 P.O.T.
211+56.11 P.C.S.
215+56.11 P.T.
+50
+50
+50
50
32'
S. 38°26' W.
0.21 Ac.± Lt.
① 1.72 Ac.±
51264
75
110
173
70
70
Const slopes
S. 21°12' E.
+00
50
+00
+75
"S" 315+29.53 P.T.
+65
"S"
9° C.R.
Δ=45°
Ts=263.70'
+50
60
② 0.2 Ac.±
In excess of 30 Ac.
Exist. 460+06.68 P.O.T. =
"S" 310+29.53 P.C.
Everett & Rut
72-18-104

9300

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
REGION 5 OFFICE

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

IN REPLY REFER TO
FILE NO.:

March 30, 1982

Nelson-Deppe, Inc.
P. O. Box 768
Nampa, Idaho 83651

Gentlemen:

Re: Powder River Section, Contract Time Extension, Contract No. 9300
Whitney Highway

Your request for an increase of contract time on the Powder River Section has been reviewed by the Division's Construction office and by Legal Counsel. It has been determined that this contract is not, and never has been, conjoined in any way with the Austin Junction Section. Nor can we find any reason, as proved by the contract specifications, for granting additional time. It is therefore further decided that your request must be denied.

If there are any additional factors or reasons that could alter the decision, please bring them to our attention.

Sincerely,

R. D. Hector
Region Engineer

RECEIVED
STATE HWY ENGR
APR - 1 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RDH/vt
cc: W. E. Schwartz
Bobby Johnson

Form 734-3123

9300

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

DATE: March 23, 1982

SUBJECT: Powder River Section
Whitney Highway
Contract No. 9300

We continue to receive questions from Nelson - Deppe, Inc. concerning their extension in time request on the Powder River Section. I have not given them a flat "no" answer yet because we feel certain that to do so will take this matter out of our hands and put it into the hands of the attorneys, and we don't think we would win that argument.

The contractor has a very convincing argument that he has acted in a responsible manner in pursuing his work. With few exceptions, we agree with him from this perspective.

The purpose of this memo is to again ask you to reconsider our position and grant the additional time requested.

R. D. Hector
Region Construction Engineer

RDH/lm

cc: ~~W. E. Schwartz~~
cc: Bobby Johnson

RECEIVED
STATE HWY ENGR
MAR 25 '82
REFER TO
FOR
Info Inv R/D D R Sig Act File ✓

93

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 2, 1981

IN REPLY REFER TO
FILE NO.:

CON

Copy
Des 6
#9302

Glenna Hayden
Executive Secretary
  to Governor Atiyeh
State Capitol
Salem, OR 97310

Dear Glenna:

The fuss at Baker is over two contracts we took bids on recently. The low bidder was an Idaho firm (Nelson-Deppe, Inc.) and the second bidder was Baker Redimix (owned by Babler Company). Bid tabulations are enclosed.

Since these are federal-aid jobs, both state and federal law apply. Both laws say that we must accept the lowest responsive bid. We have no discretion in the matter (nor would we want any) and must accept the lower bid.

Mr. McCullock is out of line, and I feel certain does not represent the views of Babler, who believes in our system of letting contracts.

Sincerely,

F. B. Klaboe
Director

FBK:fn

Enc.

bc H. S. Coulter ✓

RECEIVED
STATE HWY ENGR
JUN 2 '81
REFER TO
FOR

STATE OF OREGON **INTEROFFICE MEMO**

Governor's Office (DEPT.) 83111 (TELEPHONE)

TO: Fred Klaboe

DATE: Tues., June 2, 1981

FROM: Glenna Hayden, Secy. to Governor

SUBJECT: Highway Division in Baker

A Rod McCullock (523-3679) called yesterday and would talk to no one but the Governor.

His concern is -- the Hwy. Div. in Baker giving an Idaho Company a bid for some job in the Baker area. He says the residents are irate!

The Governor will call him back but wants background information from you before he does.

gh

81-125-1379

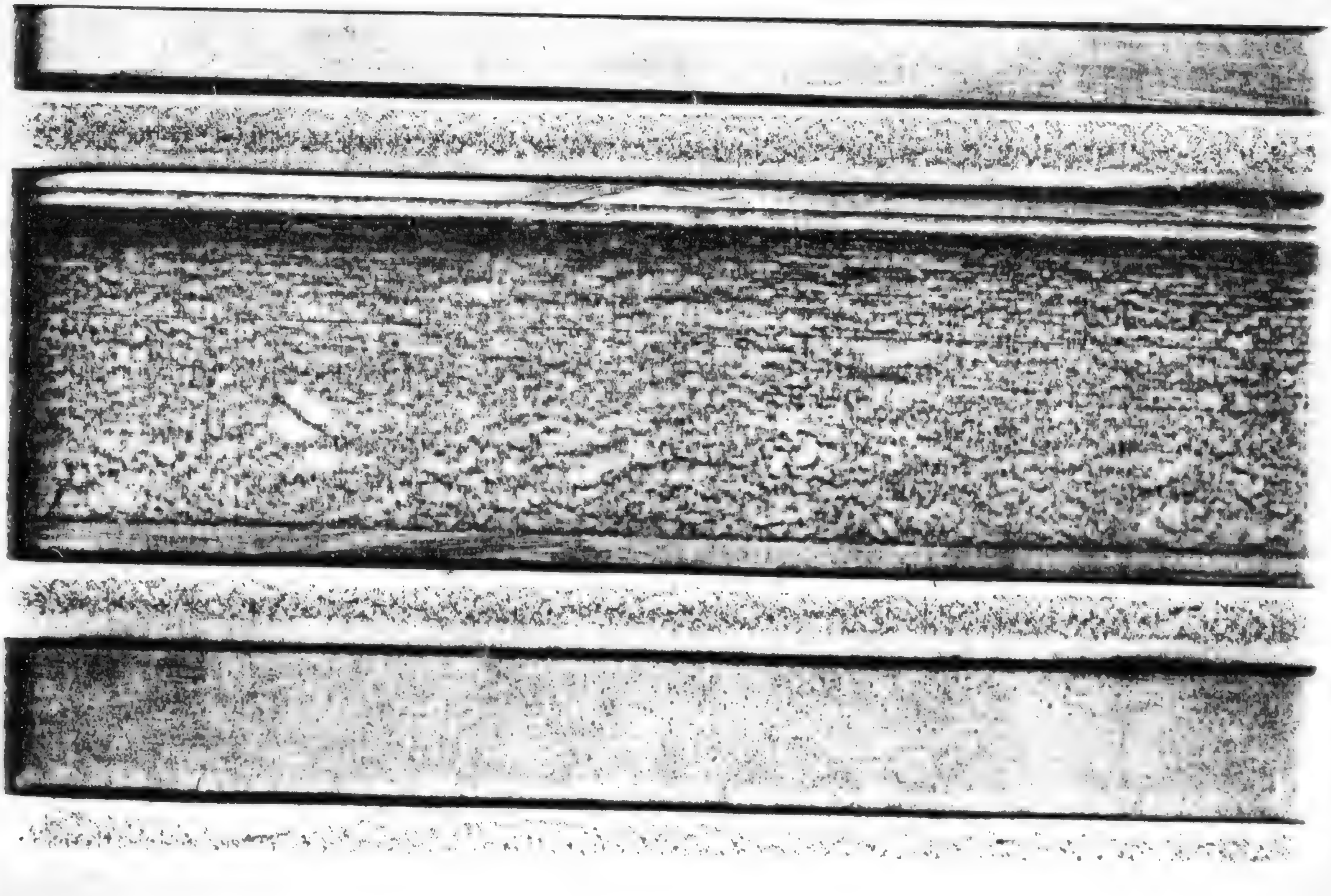
[redacted]

[redacted]

[redacted]

On May 28, 19[illegible] we opened bids on two projects on the Whitney Highway. — McCullede also contacted Tony Ytturri. — I have advised Ytturri and Max Simpson's office that by statute we must award to the lowest responsible bidder. — Copies of info on the two jobs is attached. —

HSC



job	project	eng. est.	minorities	women	total	
5	Powder River Section	460,993.00	0	0	0 %	prelet 1-1008
contract 9300	low Nelson-Deppe Inc	340,170^{00}			%	
	2 Baker Redimix	341 781^{00}			%	
	3 N. Santiam S&G	354 098^{00}			%	
	county Baker type FAP	bidders 9	± diff. -120,823^{00}		-26.2	

No. 5 Project Powder River Section

Type of Work Grading and Paving F.A. Proj. No. F-92(4)

County Baker Highway Whitney

No. of Bidders 9 Low Bidder Nelson-Deppe, Inc., Nampa, ID

Low Bid $340,170.00 Engineer's Est. $460,993.00 % Above Eng. Est. ---

Enginegr's Recommendations: Award to low bidder subject to concurrence of the FHWA.

7	Austin Jct. Section	1,035,719.00	1%	1%	2%	12-1058
9302	Nelson Deppe	929,173^{25}	1	1	2	
	Baker Redimix	972,050^{00}	2.49	1.04	3.53	
	R.A Hatch Co.	974,964^{00}	1	1	2	
	Grant FAP	9	-116,545^{75}		-11.2 %	

No. 7 Project Austin Jct. Section

Type of Work Grading and Paving F.A. Proj. No. F-92(4)

County Grant Highway Whitney

No. of Bidders 9 Low Bidder Nelson-Deppe, Inc., Nampa, ID

Low Bid $929,173.25 Engineer's Est. $1,035,719.00 % Above Eng. Est. ---

Engineer's Recommendation: Award to low bidder, pending MBE review, subject to concurrence of the FHWA.

2nd Bidder:	Baker Redi-Mix, Inc.	$972,050.00
3rd Bidder:	R. A. Hatch Co.	$974,967.00

9300

5-6-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR ~~AUTHO~~RIZATION

1. FEDERAL-AID PROJECT NO. F-92(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME
Baker
Grant

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90101

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/6/81

8. FEDERAL ROUTE NUMBER Primary 92

9. STATE ROUTE NUMBER Primary 71

10. GENERAL LOCATION:
Powder River and Austin Junction Section

11. GENERAL DESCRIPTION OF WORK
Grading and Paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
On the job trainee $800
Temp. and perm. pavement Striping S.F. $8,500
Asphalt Cement Adjustment $45,000
State Furnished Laboratory $1,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 5/6/81 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,070,000 Federal Funds $1,825,300.

orig w/att. to
5/21/81

A signed copy of the Title Sheet for Powder River Section and for Austin Junction Section are returned herewith.

RECEIVED
STATE HWY ENGR
MAY 21'81
REFER TO
[illegible]
FOR

14. DATE 5/6/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9300

71

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/29/81
Donald L. Rant

Jim

May 28
~~June 25~~, 1981 Bid Letting ________ All Clear Deadline

SECTION Powder River
Highway Whitney
County Baker Region 5
Type of Work G-P-Widen Funds FA
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

~~Noise~~

3 EXC

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☒	☐	☐	☒

9300

TRA 7

STATE OF OREGON

INTEROFFICE MEMO

TO: D. N. Stoudenmeyer
Design Engineer Supervisor

DATE: April 6, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Approved Sign Study Plans
Austin Junction Section and
Powder River Section
Whitney Highway
Baker and Grant Counties

Attached are two prints of the approved sign study plans for the above-named sections.

Please proceed with the contract sign plans.

L. E. George
Traffic Engineer

ELS:er

Attachments

cc: Pat Schwartz
C. K. Ansell
C. D. Hiatt

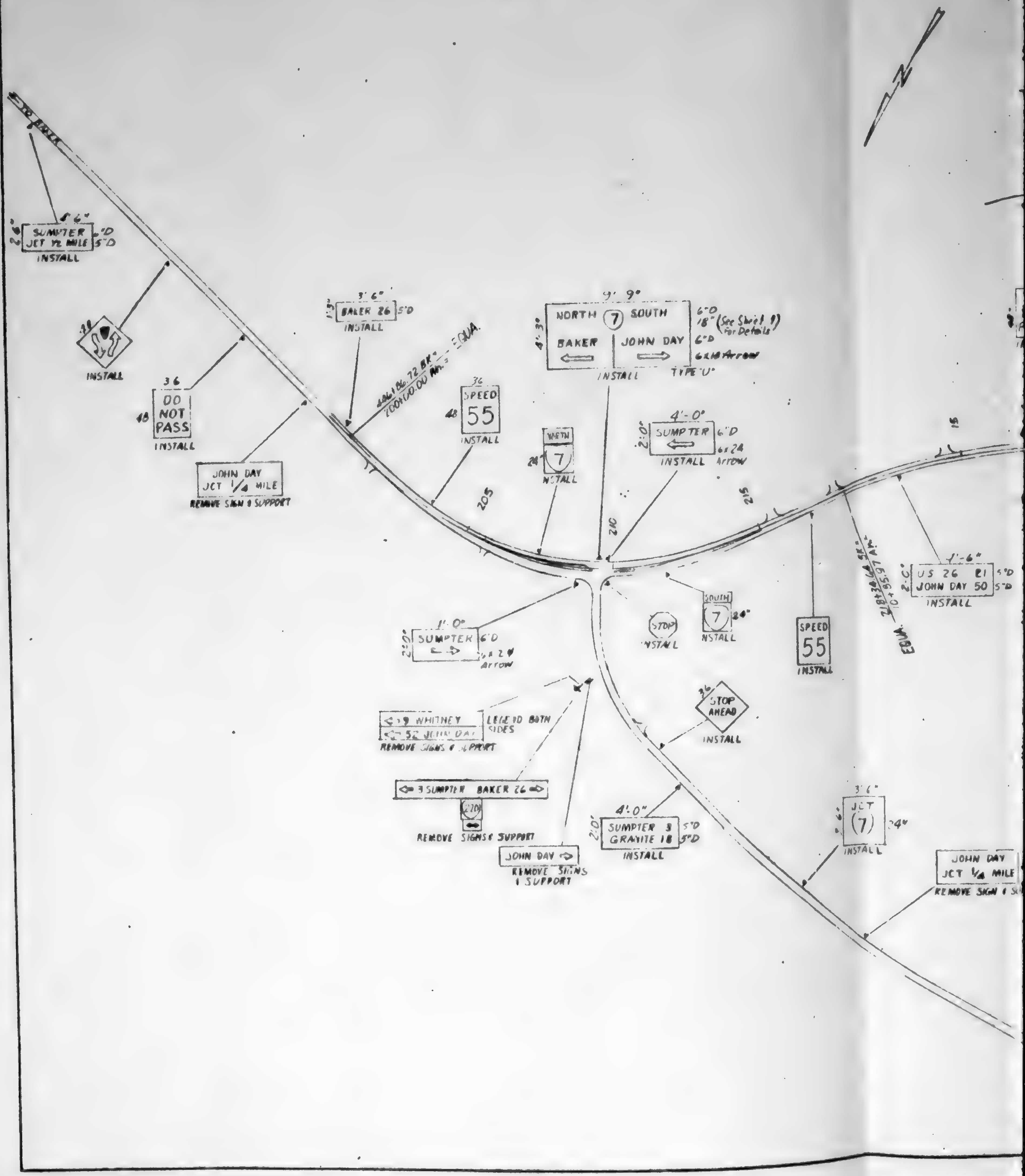
Verstoeg
Anderson
I Christensen
Olson
Sullivan
Terpin
Trout
Wakarlig

RECEIVED
APR 07 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

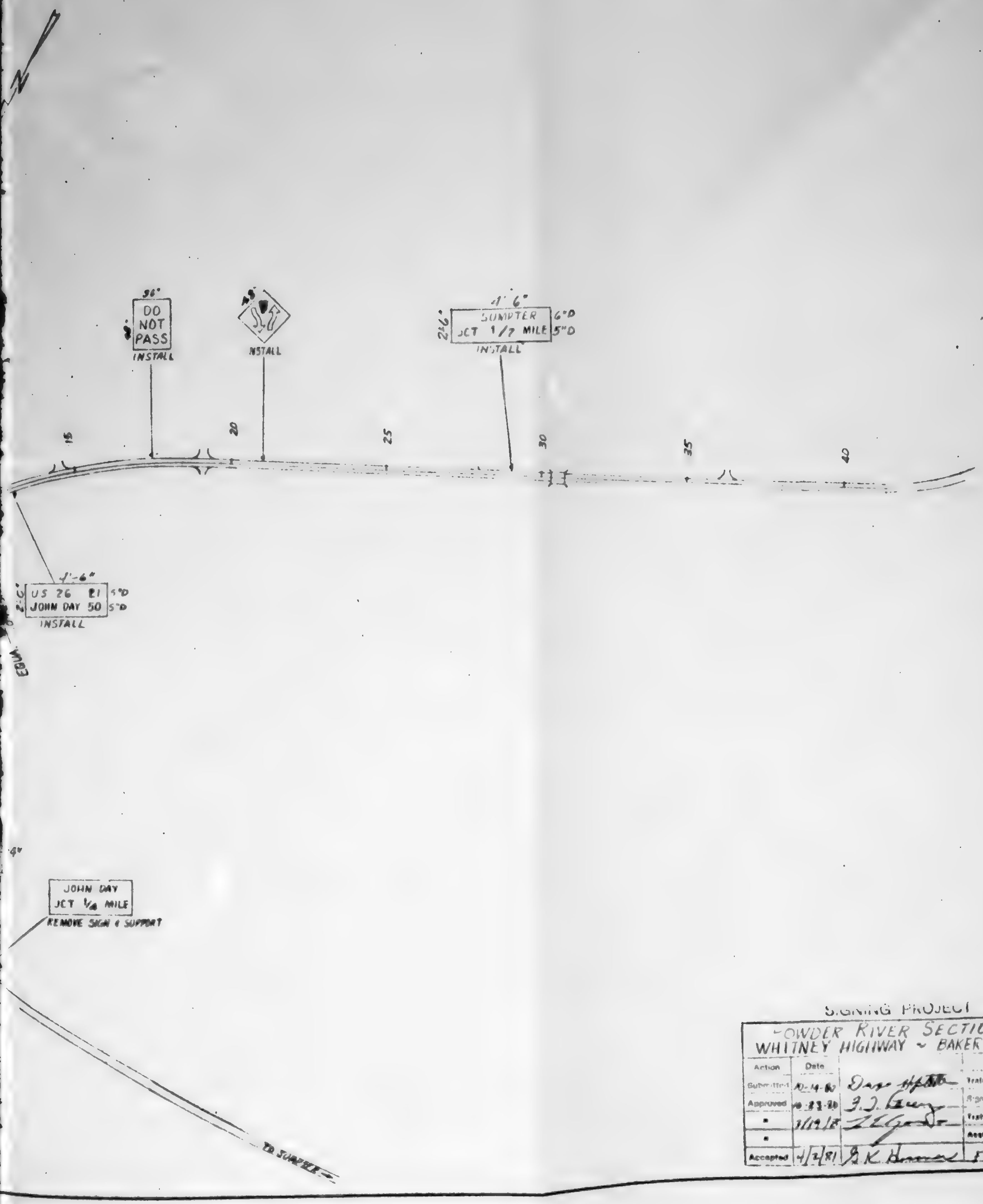
REFERRED TO
2 Board WGB ✓ Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 plan kept by Beard



TO BAKER
5' 6"
2' 6"
SUMPTER
JCT ½ MILE
6"D
5"D
INSTALL
30
INSTALL
36
48
DO NOT PASS
INSTALL
JOHN DAY
JCT ¼ MILE
REMOVE SIGN & SUPPORT
3' 6"
1' 3"
BAKER 26
5"D
INSTALL
206+06.72 BK=
200+00.00 AH.= EQUA.
36
48
SPEED 55
INSTALL
205
9' 9"
4' 3"
NORTH 7 SOUTH
BAKER
JOHN DAY
6"D
18" (See Sheet 9 for Details)
6"D
6x18 Arrow
INSTALL
TYPE "U"
NORTH
7
24"
INSTALL
4'-0"
2'-0"
SUMPTER
6"D
6x24 Arrow
INSTALL
210
215
15
218+34.64 BK=
10+95.97 AH.=
EQUA.
4'-6"
2'-0"
US 26 21
JOHN DAY 50
5"D
5"D
INSTALL
1'-0"
2'-0"
SUMPTER
6"D
6x24 Arrow
STOP
INSTALL
SOUTH
7
24"
INSTALL
SPEED 55
INSTALL
9 WHITNEY
52 JOHN DAY
LEGEND BOTH SIDES
REMOVE SIGNS & SUPPORT
36
STOP AHEAD
INSTALL
3 SUMPTER BAKER 26
220
REMOVE SIGNS & SUPPORT
4'-0"
2'-0"
SUMPTER 3
GRANITE 18
5"D
5"D
INSTALL
JOHN DAY
REMOVE SIGNS & SUPPORT
3' 6"
JCT
7
24"
INSTALL
JOHN DAY
JCT ¼ MILE
REMOVE SIGN & SU

Sheet 2 of 2


30"
DO NOT PASS
INSTALL
INSTALL
4'-6"
2'-6"
SUMPTER
JCT 1/7 MILE
6"D
5"D
INSTALL
15
20
25
30
35
40
4'-6"
2'-6"
US 26 21
JOHN DAY 50
5"D
5"D
INSTALL
EQUA.
JOHN DAY
JCT 1/4 MILE
REMOVE SIGN & SUPPORT
TO SUMPTER

SIGNING PROJECT

POWDER RIVER SECTION
WHITNEY HIGHWAY ~ BAKER COUNTY

Action	Date		Title
Submitted	10-14-80		Traffic Control Engr.
Approved	10-23-80	J. J.	Sign Engineer
"	3/19/81		Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	4/2/81	B. K.	FHWA

9300

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 13, 1981

TO: E.J. Valach, Div. Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90101
Project No. F-92(4)
Powder River & Austin Jct. Sections
Baker & Grant Counties

Attached is data consisting of PR-1 forms with project maps.

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $2,070,000 with an obligation of $1,825,300 in Federal Funds.

CL:bkc
Attachments

cc: W. Schwartz (Region 5)
Lou Olson
General Files ✓

Form 734-3122

9300 1- 7-81 2,

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-92(4)

STATE PROJECT NO. See below

FROM:
E.J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90101

COUNTY NAME Baker & Grant

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO Moehring
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 1/17/81

FEDERAL ROUTE NUMBER Primary 92

STATE ROUTE NUMBER Primary 71

GENERAL LOCATION:

Powder River and Austin Junction Section

GENERAL DESCRIPTION OF WORK:

Grade, Drain and Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/13/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $2,070,000 Federal Funds $1,825,300.

DATE 1/17/81

SIGNATURE OF APPROVING OFFICIAL G K Hussner

TITLE for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978 831-868

9300

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9 - 24 - 80

FEDERAL AID PROJECT NO. (92(3)
STATE PROJECT NO. See below
COUNTY NAME Baker
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.
ITEM NO. 00137

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 2 -'80
REFER TO. Maehring
FOR

10-2
orig

DATE PS&E APPROVED
DATE AUTHORIZATION EFFECTIVE 9/24/80
FEDERAL ROUTE NUMBER Primary 92
STATE ROUTE NUMBER Primary 71

GENERAL LOCATION:

Powder River Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (*Specify*)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9/12/80 you are now authorized to proceed with all phases of right of way acquisition for files 51263 and 51264 as shown on R/W map 9B-17-20 at a TEC of $12,000 Federal funds $10,578. Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

DATE 9/24/80
SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-858

9300

2.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

NOTED
COULTER

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Powder River Section

DATE: 9/9/80

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
SEP 10 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ttachment

c: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
Reg.Engr.:(5)W.E. Schwart
Dist.Engr.:(12)H.W. Oswald

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8008 2 510

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-95.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

9300 2.

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

155 Cottage ST N.E
~~396 STATE LIBRARY BLDG.~~ • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

Dept of Transportation

Notification of Intent to Apply for Federal Aid

NOTED
H.S. COULTER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

Project # Widen 1 mile of Highway Whitney Hiway Baker C Due Date: ______

To Agency Addressed: If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Fed 382571 51429 434000

PROGRAM REVIEW AND COMMENT

We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED STATE HWY ENGR
AUG 19 '80
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

(X) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

- - - - - - - - - - -

Attachment

REMARKS (Please type or print legibly)

cc: G. L. GREEN
H. S. COULTER ✓
F. E. TERPIN
J. B. BOYD
J. H. VERSTEEG
GARY POTTER
W. J. HART
AERONAUTICS DIVISION
B. L. GIFFORD

REG. ENGR. (5): W. E. SCHWARTZ
DIST. ENGR. (13): C. K. ANSELL

BEN GIFFORD
8-12-80

JOHN W. BECK
COORDINATOR
BOX E
ENTERPRISE, OR [illegible]

Agency BLUE MOUNTAIN INTERGOVERNMENTAL COUNCIL
COURT HOUSE
ENTERPRISE, OR 97828

By John W Beck
8/15/80

9300

(#2)

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-5

August 12, 1980

TO
Executive Department
Federal Aid Coordination Unit

Blue Mountain Intergovernmental
Council
Wallowa County Courthouse
Enterprise, ORegon 97828

D E Swan

FROM
D. E. Swan
Operation Programming Engineer

NOTED
H.S.COULTER

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 13
Section: Powder River Section
Highway: Whitney Highway
County: Baker

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be Sept. 19, 1980.

BLG:sr
Attachments

cc:	G. L. Green, FHWA(2)	W. J. Hart
	H. S. Coulter✓	Reg. 5 Engr: W. E. Schwartz
	F. E. Terpin	Dis. 13 Engr: C. K. Ansell
	J. B. Boyd (2)	Aeronautics Division
	J. H. Versteeg(3)	David Powers, Parks
	Gary Potter	B. L. Gifford

RECEIVED
STATE HWY ENGR
AUG 14 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 | 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 | 12] APPLICANT ADDRESS STREET [45: Transportation Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 | 12] CONTACT PERSON [45: D. E. Swan | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563 [71

01 | 12] PROJECT TITLE: Powder River Section [79

11 | 12] PROJECT LOCATION—CITY: Whitney Highway | PROJECT LOCATION—COUNTY: Baker | PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 To widen and overlay one mile of Highway, which has recently come under Highway [71

06 12] Jurisdiction. This work being done in cooperation with the Forest Service, will [71

07 12] provide a State Highway from the Sumpter Valley Highway to Austin Spur, already [71

08 12] under Highway Jurisdition. [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
382,571	---	51,429	---	---	434,000

13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 [71

14 | 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [79

15 | 12] FEDERAL AGENCY NAME: U. S. Department of Transportation [45 | 46] FEDERAL SUB-AGENCY NAME: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 8-12-80

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No XXX 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No XXX 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Sept. | 43] DAY [44: 19 | 45] YEAR [46: 1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 8-12-80

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

F-92(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Section ~~Whitney-Tipton Cutoff~~ POWDER RIVER SEC.
Date September 7, 1979
Unit (if appl)
County Baker
City Near Sumpter
Highway ~~Sumpter Valley~~ WHITNEY #71
State Hwy. No. ~~410~~ 71
Termini: M.P.(if appl)
Length one mile
Region 5
Construction Estimate ~~$252,000~~ 434,000
Program Amount

B. Purpose of Project:

To widen and overlay one mile of country road, and realign the intersection where the county road connects with the Sumpter Valley Highway. The existing road is narrow with a deteriorating oil mat. The connection with the Sumpter Vally Highway is a "T" intersection and requires improvement.

C. Origin & History of Project:

The county road is on the north end of a Forest Service road connecting the Sumpter Valley Highway to the Austin Junction on US 26 near John Day. The Forest Service is currently widening and paving the protion of this road (The Austin-Sumpter Rd) under their jurisdiction. The Highway Division will be assuming jurisdiction for the entire road probably sometime in 1981. The proposed project is at the north end of this road. The project is planned as part of an already proposed improvement at the south end of the same road (Austin Spur). The Austin Spur is already under Highway jurisdiction.

D. General Description of Project:

The project involves widening and overlaying the existing two 24-foot travel lanes and two-foot shoulders. The proposed facility would consist of two travel lanes with shoulders. The existing "T" intersection would be widened, the curve expanded from Baker, and would include a minor leg from Sumpter westbound.

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 2; Med. --; Shldrs. 2; Parking --
Proposed: No. Lanes 2; Med. --; Shldrs. 8; Parking --

Traffic: Existing Facility: Existing ADT 150+; Projected ADT 200+; Yr. 1997
Existing Level of Service A

Proposed Facility: Projected ADT 350+; Yr. 1997
Projected Level of Service A

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 1

Acres 1/2; Type of Relocation Req. ________; No. X

Materials Source, Borrow, Waste Disposal Requirements, if any:
Local Sources

Type of Structure(s):
None

Brief Description of River or Stream and Type of Involvement, if any:
The proposed project goes over the Powder River, but the existing crossing will not have to be modified.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): A "no build" alternative is not acceptable because by agreement with the Forest Service and Baker County, the state of Oregon will accept responsibility for the Austin-Sumpter Road sometime in 1981. While the Forest Service is widening and paving its portion of the road, the Baker County portion of the project requires improvements to bring it up to comparable standards. The redesigning of the "T" intersection (the only element requiring right-of-way acquisition) is required because of existing design standards.

Other Descriptive Information or Comments:
The completion of the Austin-Sumpter Road will cut travel time from Baker to John Day from over two hours to less than one and one-half hours. It will also eliminate going over the nearly 5400-foot high and extremely curvy Dooley Mountain Pass.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project is located near the Elkhorn Range in the Blue Mountain physiographic region. Situated in the Sumpter Valley about 30 miles southeast of Baker and three miles south of Sumpter, the project site is at an elevation of 4400 feet. The elevation and mountain environment produces a harsh winter season, particularly in terms of heavy snowfall. The adjacent Elkhorns reach elevations approaching 9000 feet. The Sumpter Valley area receives 15-20 inches of annual precipitation. Natural vegetation at the project site consists of drought-tolerant pine associations. However, forest conditions intensify in the immediately surrounding area because of rapidly increasing elevation and precipitation. Wildlife consists of elk, deer, fish, coyotes and other small mammals. Soils are shallow, and have largely been disturbed by dredging activities. The project crosses the dredged area. Dredging has also greatly disturbed and altered the Powder River, and consequently most of the area in the Sumpter Valley is characterized by poor drainage. The same dredging activities have provided a plentiful supply of rock and gravel for construction.

2. Cultural:

The Sumpter area is the center of a historic gold mining area-an activity which the rising price of gold is helping to revive. Both hard rock mining and dredging were utilized in the area. Dredging was done as late as 1952, and the dredge is still located at Sumpter a few miles north of the project. The project site occupies the old bed of the Sumpter Valley Railroad, a lumber-timber oriented railroad extending from Baker to Prairie City. It was abandoned during the 1940's. The Austin to Sumpter Road, currently under construction by the Forest Service and which the proposed project is on the north end, utilizes the old right-of-way of this historic railroad. A portion of the old railroad just south of project area has been recently resurrected as a public attraction. One of the original steam engines used on the line was obtained from Boise Cascade (the interim owner). Several old mining towns (i.e. Borne and Granite) are located in the immediate area. Phillips reservoir is located five miles south of the project. and is a major recreation site. Recreation related activities are the major economic support for the area. Sumpter has a population of 140, which has been relatively stable over the last decade. However, the 1940 population was 420, but has historically been much higher than this during the peak mining period. Considerable land in the area has been purchased for seasonal recreation purposes (summer), producing considerably higher summer populations in the area.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
The one-half acre of the right-of-way is forested with small pine trees which will require removal. An irrigation ditch may be in conflict and require a culvert.

2. Estimated Impact on Traffic Patterns:
The completion of the entire Austin-Sumpter Road will raise traffic volumes through the area as traffic is diverted from the old route over Dooley Mountain. The specific project alone will have no impact on traffic patterns.

Consequences--Air Quality, Noise, Safety, etc.:
Improved. The current Forest Service Road is gravel and very dusty in summer. In the project area, the county road is already paved.

3. Estimated Impact on Land Use:
None

Consequences:

4. Expected Impact on Natural Ecological Resources:
Minimal. The graveled Forest Service Road already receives considerable traffic. While increases are anticipated, the increase is not expected to produce any adverse impacts on adjacent natural ecological resources.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:
Completion of entire road will bring more traffic into an already recreation-oriented economy.

Consequences:
Increased economic benefits.

6. Preliminary Identification of Areas of Critical Concern:
None

7. Potential for Controversial Issues:
A. Some trees require removal
B. Possible conflict with irrigation ditch.

8. Potential for Consistency of Proposal With:
Project is consistant with standards or will result in improvement.

a. Clean Air Implementation Plans

b. Noise Standards - A noise study report is required. The Statewide Noise Study Report may be applicable.

c. Water Quality Standards

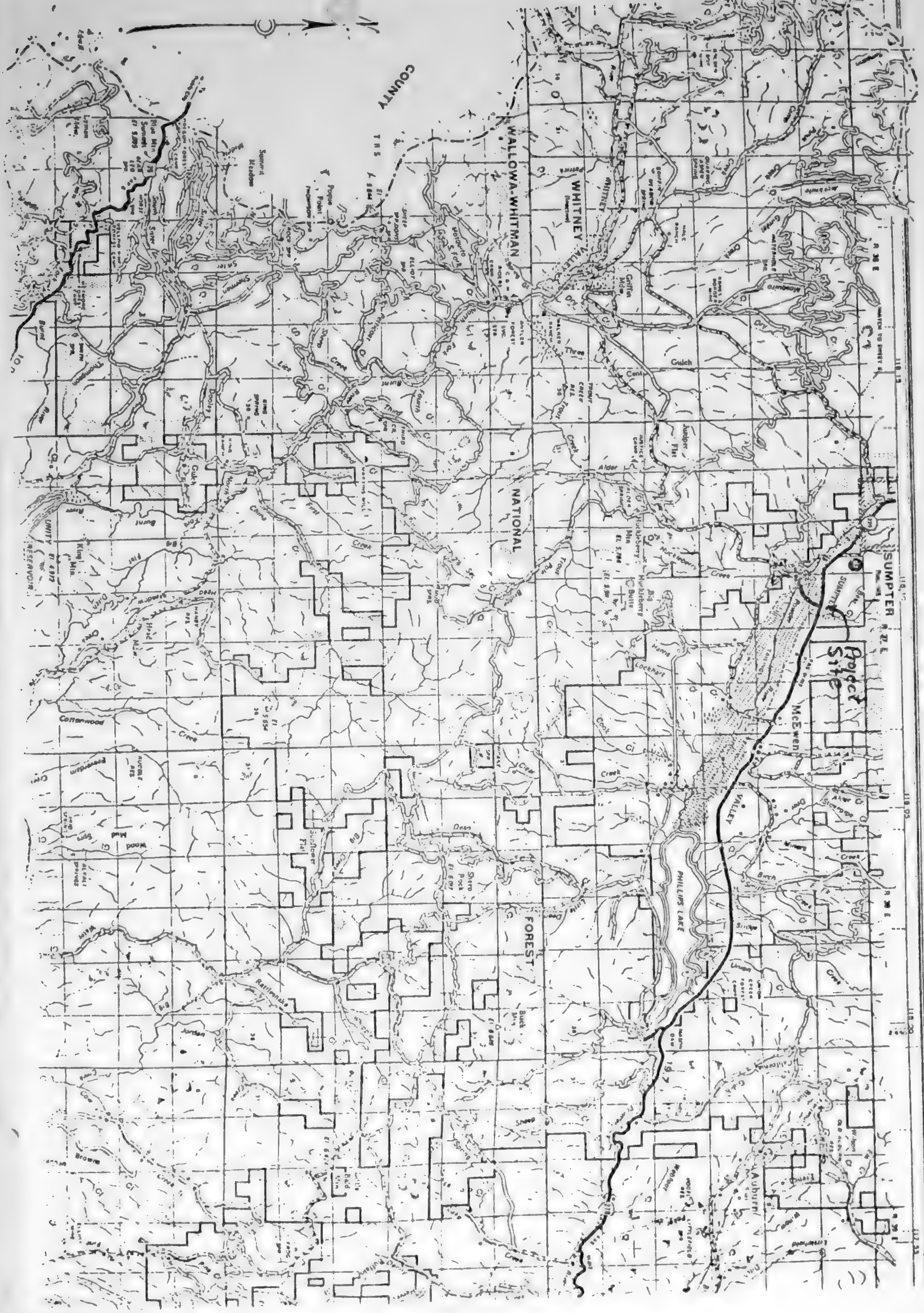
d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------	-----------	----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Minor project with only a minimal right-of-way requirement and no or very slight impacts on the physical and human environment renders a recommended project category of non-major, assessment only.

D. Recommended Project Category: ____ 1 ____ 2 X____ 3 ____ 4


COUNTY
WALLOWA-WHITMAN
NATIONAL
FOREST
WHITNEY VALLEY
Griffin
Three
Gulch
Juniper Flat
Alder
Huckleberry
SUMPTER
Project Site
Lockhart
McEwen
Cool Cr
Creek
VALLEY
PHILLIPS LAKE
Cottonwood
Creek
UNITY RESERVOIR
King Mtn
Sunflower Flat
Rattlesnake
Buck Mtn
Browns
Auburn
7
Ci
NATIONAL
FOREST

1981 Davis Slough-Bullards Br. 9301
Sec. of the Oregon Coast Hwy.
(Paving)

5

.rll

OSHD (Cou ter) STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDE HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 10/19/83	REPORT MADE BY W. N. Bryant Area Engineer Wallace N. Bryant, Area Engineer		PROJECT NO. F-FR-2-2(10)
COMPLETION DATE 7/30/82	ACCEPTANCE DATE BY CONTRACT AGENCY 1/25/83	TIME ELAPSED 119 %	CONTRACT TIME 180 C.D.
APPROVED EXTENSIONS 40 C.D.	LOCATION U.S. 101, Coquille River, N. 14.7 mi.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, ~~has been~~ submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
NOV 2 '83
REFER TO Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

11/3

DAVIS SLOUGH - BULLARDS BRIDGE SECTION
OREGON COAST HIGHWAY
Paving

NOTED
W. E. SCHWARTZ

This project provided for the construction of an asphalt concrete pavement overlay (58,700 T.) and the installation and adjustment of guardrail on a 14.7 mile section of Highway 101 in Coos County. A contract in the bid amount of $1,783,998.18 was awarded Fabricators Inc., Salem, Oregon on June 1, 1981. Work began on June 24, 1981 and was completed in reasonably close conformance to the approved plans and specifications of July 30, 1982 at a final cost of $2,301,860.34 which includes $1,828,422.02 for bid items, $197,581.20 for work completed under 17 approved price agreements, $35,547.89 for approved force account work, $72,662.23 for work completed under 7 approved State force orders, and $167,650 for construction engineering.

Placement of the shoulder rock, as discussed in the final inspection report, was completed in a satisfactory manner under SFO #4 at a final estimated cost of $18,634.47. Subsequent to completion of the pavement overlay several washouts resulted due to reduced height (in some cases reduced to zero) of the original drainage curbs. The repair work which consisted of backfilling, constructing

-con't-

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer Wallace N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 11/1/83	TITLE Field Operations Engr.	DATE 11/83

inlets, installing culvert pipes, replacing drainage curbs, and repaving the damaged areas was completed under PA #5 at a final cost of $81,675. As a result of the damage and additional work involved a 40 calendar day time extension was approved.

A full explanation of all overruns and underruns is attached to the Division Office copy of this report. There were however, no major significant overruns or underruns of the original contract work.

9301

B

February 4, 1983

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9301

Gentlemen or Ladies:

On January 27, 1983, we wrote to you concerning release of final payment on Contract No. 9301 awarded to Fabricators, Incorporated for paving on the Davis Slough-Bullards Bridge Section of the Oregon Coast Highway in Coos County.

Final payment on this contract is $9,190.66 and the total contract amount is $2,061,551.11 including $35,547.89 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Fabricators, Incorporated
2705 Lancaster Dr., N.E.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
James Gix

9301 2-1-13 file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Const., Inc. No. 9041	Sager Cr. Br. & Kale Cr. Culvert Clatsop County	Jan. 3, 1983
Cascade Const. Co., Inc. No. 9062	NE Col. Blvd.-NE Weidler St. (Unit 1) Multnomah County	Jan. 3, 1983
COMCO Const. Ore. Ltd. dba Salem Road & Driveway Co. No. 9436	Church Road-Pac. Hwy. West Polk County	Jan. 4, 1983
J. C. Compton Co. No. 9241	Elgin-Minam River Road Union County	Jan. 4, 1983
C.W. McCallum Const. Co. No. 9347	Southbound On Ramp @ Beaverton/Hillsdale Hwy. Washington County	Jan. 4, 1983
The Kaspac Corp. dba Kaspac Industries No. 9382	Jackson County Pavement Marking Project Jackson County	Jan. 4, 1983
East County Electric Co., Inc. No. 9450	Pac. Hwy. W. @ 12th St. (McMinnville) Yamhill County	Jan. 4, 1983
Ajax Electric Co. No. 9430	Beaverton/Hillsdale Hwy. @ SW 107th Ave. Washington County	Jan. 4, 1983
Schoolhouse R Electric No. 9407	Col. River Hwy. @ W. Rainier Dike Rd. (Rainier) Columbia County	Jan. 5, 1983
A.K. Lundmark & Son,Inc. No. 9442	Rock Creek Bridges Washington County	Jan. 5, 1983
Hannan Bros. Const.,Inc. No. 9410	Westport Ferry Slip Clatsop County	Jan. 5, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Hansen Electric Co., Inc. No. 9208	SW Murray Blvd. @ SW Walker Rd. (Beaverton) Washington County	Jan. 6, 1983
Joseph Garfas dba Schoolhouse R Electric No. 9392	Rogue Valley Hwy. @ Valley View Rd. (Talent) Jackson County	Jan. 11, 1983
D Mc D Corp. No. 9377	LaGrande/Baker Hwy. @ Pierce Lane Union County	Jan. 12, 1983
F. Kelly Somers Const. Co. & F.L. Somers Co., Inc., J.V. No. 9303	NCL-Main St. (Rogue River) Jackson County	Jan. 18, 1983
Hamilton Electric, Inc. No. 9105	SW Macadam Ave.-SW Hamilton Court Multnomah County	Jan. 20, 1983
R. A. Hatch Co. No. 9227	Cedar Hills Blvd.-Sylvan Intchge. Washington & Multnomah Counties	Jan. 21, 1983
D & D Paving Co. No. 9319	35th Ave. Realign. @ Silverton Rd. Marion County	Jan. 21, 1983
Ross Bros. Const., Inc. No. 9441	UPRR & Frontage Rd. O'Xing. (The Dalles) Wasco County	Jan. 24, 1983
Eagle-Elsner, Inc. No. 9457	Oswego Hwy. @ Marylhurst College Entrance Clackamas County	Jan. 24, 1983
Fabricators, Inc. No. 9301	Davis Slough-Bullards Bridge Coos County	Jan. 25, 1983
Western Mixing Co. No. 9307	Painted Hills Rd.-Mitchell Wheeler County	Jan. 26, 1983
Swanston Equipment Co. No. 9384	Lane County Pavement Marking Project #5 Lane County	Jan. 27, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9460	Pac. Hwy. E. @ Grimm Road Marion County	Jan. 27, 1983
Hi-Land Const., Inc. No. 9518	Grass Butte Rock Production Crook County	Jan. 31, 1983
Morse Bros., Inc. No. 9458	Condon Rock Production Gilliam County	Jan. 31, 1983

February 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

1301

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-24-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-FR-2-2(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10139

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/16/82

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Davis Slough - Bullards Bridge Section

11. GENERAL DESCRIPTION OF WORK
Correct defficient super rote with asphalt concrete paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement estimate if additional funds are required, I approve the advance authorization date of 9/16/82 as requested in Mr. Keasey's letter of 10/21/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 7 is approved for a TEC of $7,200 Federal Funds $6,349.

RECEIVED
STATE HWY ENGR
NOV 3 '82
REFER TO - Moehring
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

11/3

14. DATE 10/29/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

L.

9301

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-15-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-FR-2-2(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10139

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/16/82

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Davis Slough - Bullards Bridge Section

11. GENERAL DESCRIPTION OF WORK

Furnish guard rail posts and hardware

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additonal funds are required, I approve the advance authorization date of 7/16/82 as requested in Mr. Keasey's letter of 9/17/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $1,435 Federal Funds $1,265.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 19 '82
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Ast | File

14. DATE 10/15/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9301 2

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Davis Slough - Bullards Bridge

WEEK ENDING: September 25, 1982

SECTION PREFIX: 6-1073

HIGHWAY: Oregon Coast

COUNTY: Coos

NAME OF JOB:

KIND OF WORK: Paving

CONTRACTOR: Fabricators, Inc.

CONTRACT NUMBER: 9301

FEDERAL AID PROJECT NUMBER: F-FR-2-2(10)

DATE OF CONTRACT: June 1, 1981

DATE WORK STARTED: June 24, 1981

ESTIMATED COMPLETION DATE: July 30, 1982

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 220

WORK DAYS USED

CALENDAR DAYS USED 213.5

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 97

PROJECT AUTHORIZATION: $ 2,284,909.70

EXCLUSIVE OF ENGINEERING: $ 2,130,393.85

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 2,141,529.62

ESTIMATED PERCENT: OVERRUN UNDERRUN 0.4 %

ENGINEERING AUTHORIZATION $ 154,515.85

This week 1,204.72

ENGINEERING COST TO DATE $ 151,458.47

PERCENT OF AUTHORIZATION 98 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

DATE PROJECT WAS COMPLETED: July 30, 1982

Date semifinal estimate submitted: September 24, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100		100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	14.7				
MILES PARTIALLY COMPLETED	14.7				
MILES COMPLETED	14.7				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6075			3515	58700
TOTAL QUANTITIES CORRECTED TO DATE	6427			3200	61803
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6427			3200	61803
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 19	Cloudy	0		
MONDAY 20	Cloudy	0		
TUESDAY 21	Fair	0		
WEDNESDAY 22	Fair	0		
THURSDAY 23	Fair	0		
FRIDAY 24	Fair	0		
SATURDAY 25	Fair	0		

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SEP 27 1982
CONSTRUCTION SECTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 19	No Activity by Contractor this week
MONDAY 20	
TUESDAY 21	
WEDNESDAY 22	
THURSDAY 23	
FRIDAY 24	
SATURDAY 25	

REMARKS

Project is Complete.

Semifinal estimate submitted September 24, 1982.

SIGNED F. D. Morrison LOCATION Coquille
F.D. Morrison

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

2301

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 9-183		County Coos
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 7-22 [illegible]	Project Number F-FR-2-2(10)
MODIFICATION NUMBER 3		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 2, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,294,240.00	$ 2,305,000.00
Federal funds	$ 2,023,059.00	$ 2,038,548.00
Other revisions		

This modification is made for the following reasons: to include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of September, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Henry A. Potter

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon September 15, 1983

Federal-Aid Project No. F-FR-2-2(10)

Davis Slough-Bullards Bridge Section
Oregon Coast Highway
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 337+00 to Sta. 1117+29)

Subtotal of previous estimate of June 21, 1982		$ 2,058,078.18
	Subtotal	$ 2,058,078.18
	Subtotal	$ 2,058,078.18
	Engineering	246,921.82
	Total	$ 2,305,000.00
Length of Roadway		14.7 mi.
Cost of Roadway Per Mile		$ 156,802.72

SUMMARY OF FUNDS (88.18%)

Description	Code	Total Cost	Federal Funds	State Funds
Roadway	FR-110	$ 850,534.00	$ 750,000.00*	$ 100,534.00
Roadway	F-010	1,454,466.00	1,282,548.00	171,918.00
	Total	$ 2,305,000.00	$2,032,548.00	$ 272,452.00

*Fixed Amount $750,000.00

Group 1 100% Group 2 0%
Contract No. 9301
Prefix: 6-1454
Prefix: 6-1073

R01

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 8-198		County Coos
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number F-FR-2-2(10)
MODIFICATION NUMBER 2	August 12 1982	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 2, 19 81,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,194,160.00	$ 2,294,240.00
Federal funds	$ 1,934,810.00	$ 2,023,059.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of August, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXXFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon August 4, 1982

Federal-Aid Project
No. F-FR-2-2(10)

Davis Slough-Bullards Bridge Section
Oregon Coast Highway
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 337+00 to Sta. 1117+29)

Subtotal of previous estimate of June 21, 1982	$1,957,998.18

Additional Items

Adjusting Guard Rail (P.A. #2)	25,960 Lin. Ft.	3.00	$ 77,880.00
Claim Settlement (P.A. #4)		All Required	22,200.00
			$ 100,080.00

Increase	$ 100,080.00
Subtotal	2,058,078.18
Engineering	236,161.82
TOTAL	$2,294,240.00

Length of Roadway ------------ 14.7 mi.
Cost of Roadway Per Mile------$156,070.74

SUMMARY OF FUNDS

Description	Code	Total Cost	Federal Funds	State Funds
Roadway	FR-110	$ 850,534.00	$ 750,000.00*	$100,534.00
Roadway	F-010	1,443,706.00	1,273,059.00	170,647.00
TOTAL		$2,294,240.00	$2,023,059.00	$271,181.00

*Fixed Amount

Group 1 100% Group 2 0%
Contract No. 9301
Prefix: 6-1454
Prefix: 6-1073

STATE COPY

TO BE COMPLETED BY FH	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 6-206		County Coos
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number F-FR-2-2(10)
MODIFICATION NUMBER 1	June 23 1982	

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 2, 19 81,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,125,460.00	$ 2,194,160.00
Federal funds	$ 1,874,230.00	$ 1,934,810.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of June, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen Ele

Oregon State Highway Division
Salem, Oregon June 21, 1982

Federal-Aid Project
No. F-FR-2-2(10)

Davis Slough-Bullards Bridge Section
Oregon Coast Highway
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 337+00 to Sta. 1117+29)

Subtotal of previous estimate of June 2, 1981	$1,889,298.18

Previous Estimate

Flagman	2,000 Hour	23.00	$ 46,000.00
Class "B" Asphalt Mixture	58,700 Ton	13.50	792,450.00
			$ 838,450.00

Revised Estimate

Flagman	3,050 Hour	23.00	70,150.00
Class "B" Asphalt Mixture	62,000 Ton	13.50	837,000.00
			$ 907,150.00
		Increase	$ 68,700.00
		SUBTOTAL	1,957,998.18
		Engineering	236,161.82
		TOTAL	$2,194,160.00

Length of Roadway ------------------ 14.7 mi.
Cost of Roadway Per Mile ----------$149,262.59

SUMMARY OF FUNDS

Description	Code	Total Cost	Federal Funds	State Funds
Roadway	FR-110	$ 850,534.00	$ 750,000.00*	$ 251,534.00
Roadway	F-010	1,343,626.00	1,184,810.00	158,816.00
TOTAL		$2,194,160.00	$1,934,810.00	$ 410,350.00

*Fixed Amount $750,000.00

Group 1 100%; Group 2 0%
Contract No. 9301
Prefix: 6-1454
Prefix: 6-1073

9301

STATE COPY

TO BE COMPLETED BY FHWA 6-94 + 6-95	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 6 9 81	STATE Oregon COUNTY Coos PROJECT NO. F-FR-2-2(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Davis Slough - Bullards Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-6-81	14.7

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 2,125,460.00	FEDERAL FUNDS 750,000 (110) $ 1,124,230 (010)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By W.F. Moeting

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 6-9-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon June 2, 1981

Federal Aid Project
No. F-FR-2-2(10)

Davis Slough - Bullards Br. Section
Oregon Coast Highway
Coos County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 337+00 to Sta. 1117+29)

Furnishing Field Laboratory	1 Each	1,700.00	$ 1,700.00
Mobilization		All Required	113,636.00
Temporary Protection and Direction of Traffic		All Required	11,380.00
Temporary Signs	746 Sq. Ft.	3.50	2,611.00
Temporary Barricades	12 Each	34.00	408.00
Sequential Arrow Signs	1 Each	1,600.00	1,600.00
Flagmen	2,000 Hour	23.00	46,000.00
Pilot Car	500 Hour	1.00	500.00
Class "B" Asphalt Concrete Mixture	58,700 Ton	13.50	792,450.00
Asphalt Cement in Mixture	3,515 Ton	192.00	674,880.00
Asphalt in Tack Coat	100 Ton	225.00	22,500.00
Guard Rail, Type 2A	6,075 Lin. Ft.	10.02	60,871.50
Guard Rail, Type 3	100 Lin. Ft.	24.26	2,426.00
Guard Rail Anchors, Type 1	88 Each	254.25	22,374.00
Extra for Guard Rail Bridge Connections	4 Each	355.95	1,423.80
Rail End Pieces, Type B	16 Each	45.77	732.32
Rail End Pieces, Type C	72 Each	81.36	5,857.92
Extra Guard Rail Blocks	1,127 Each	3.56	4,012.12
Adjusting Guard Rail	388 Lin. Ft.	2.54	985.52
Extra for Asphalt Approaches	33 Each	250.00	8,250.00
Adjusting Inlets	47 Each	200.00	9,400.00
			$1,783,998.18

Anticipated Items

Permanent Pavement Striping	All Required	$ 8,000.00
Temporary Pavement Striping	All Required	5,000.00
Asphalt Cement Adjustment	All Required	87,500.00
On-the-job Trainees (1 @ $800)	All Required	800.00

Bikeway Striping	All Required	3,000.00
Bikeway Stencils	All Required	1,000.00
		$ 105,300.00
	SUBTOTAL	$1,889,298.18
	Engineering	236,161.82
	TOTAL	$2,125,460.00

Length of Roadway ------------------ 14.7 mi.
Cost of Roadway Per Mile -----------$144,589.11

Work Retained in Program Status
(not included in amounts below)

Bikeway Signs	All Required	$ 2,000.00
Guard Rail Post Replacement	All Required	250.00

SUMMARY OF FUNDS 88.18%

Description	Code	Total Cost	Federal Funds	Other Funds
Roadway	FR-110	$ 850,534.00	$ 750,000.00*	$ 251,534.00
Roadway	F-010	1,274,926.00	1,124,230.00	150,696.00
TOTAL		$2,125,460.00	$1,874,230.00	$ 251,230.00

*Fixed Amount

Group 1 100%; Group 2 00%
Contract No. 9301
Prefix 6-1454
Prefix 6-1073

Davis Slough - Bullards Bridge Section
(nonparticipating - State Work)

State Responsibility for Damages	All Required	$ 2,400.00

9301

L

CON

DATE: August 5, 1982

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Davis Slough-Bullards Bridge
Oregon Coast Highway, Coos County
Contract No. 9301

This federal-aid paving project is substantially complete and it now appears that the final project cost will exceed that authorized by $154,218 or 7.2 percent.

The two major causes for the increase in project cost were the adjustment of guardrail and repair of sink holes. Existing guardrail had to be raised in many places throughout the project as the rail was too low to be effective in protecting the traveling public. The cost to raise the guardrail was $84,862.

Repair of several sinks is presently under way by the contractor. The sinks occurred during heavy rains after the pavement overlay had been placed. The existing drainage curb was inadequate to handle the runoff. State forces performed emergency repair work to the curb last winter and additional curb work will be performed by the contractor in conjunction with the repair of the sinks. The cost of the emergency repairs was $7,660 while the cost of the sink repair is estimated at $81,675.

There are sufficient funds available in this category of work and all of the increase in project cost is eligible for federal participation. Public Contract Review Board approval is not required.

I recommend that the project authorization be increased by $154,218 to a new total of $2,284,090.70. This matter will be on the consent calendar for the August 17 meeting.

WR:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
George Bell

9301

L.

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: August 4, 1982

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Davis Slough-Bullards Bridge
Oregon Coast Highway, Coos County
Contract No. 9301

H.S.

This federal-aid paving project is substantially complete and it now appears that the final project cost will exceed that authorized by $154,218, or 7.2 percent.

The two major causes for the increase in project cost were the adjustment of guardrail and repair of sink holes. Existing guardrail had to be raised in many places throughout the project as the rail was too low to be effective in protecting the traveling public. The cost to raise the guardrail was $84,862.

Repair of several sinks is presently underway by the contractor. The sinks occurred during heavy rains after the pavement overlay had been placed. What remained of the existing drainage curb was inadequate to handle the runoff. State forces performed emergency repair work to the curb last winter and additional curb work will be performed by the contractor in conjunction with the repair of the sinks. The cost of the emergency repairs was $7,660 while the cost of the sink repair is estimated at $81,675.

There are sufficient funds available in this category of work and all of the increase in project cost is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $154,218. Also attached is a copy of the expected Overrun of Project Authorization form.

OBJ:WR:mk

Attach.

cc: Alfred Shirley, Jr.
Frank Morrison
Robert Church
D. E. Swan

81-125-1387

Contains Recycled Materials

9301

July 14, 1982

Fabricators, Inc.
2705 Lancaster Drive NE
Salem, OR 97303

Time Extension Request
Davis Slough-Bullards Bridge
Contract No. 9301

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 40 calendar days is granted due to the additional work performed under Price Agreement Number five.

The revised time of completion for this contract is 220 calendar days.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

WES:bk st

bc H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr. w/att.
Frank Morrison w/att.
FHWA w/att.
Bob Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Coquille, Oregon
June 30, 1982

F. D. Morrison

FROM: F. D. Morrison, Project Manager

TO: James J. Gix, Region Const. Engr.

SUBJECT: Contractor's Request For Adjustment Of Contract Time.
Davis Slough - Bullards Bridge
Oregon Coast Hwy. - Coos County
Contract No. 9301

Attached is the contractor's request for adjustment of contract time for the above subject section.

The sink repair work, being done under Price Agreement No. 5, is the main reason for the need of this additional time.

The project was completed last fall, except for two areas of unsatisfactory paving. These areas are to be overlayed at the contractors expense. We felt that it was too late in the season to get a satisfactory overlay, so a shut down order was issued. After this order was issued, the rains started and four areas settled along this section. This settlement was caused by water running over the remaining curbs and washing away sections of the fills. At M.P. 251, a sink developed across the entire roadbed. This section was analysied by the Region Geologist and we felt the best way to correct this situation was to install drainage, which we feel will cut the water off before it reaches the fill area. This work will be done on a P. A. and is after the fact, therefore I would go along with the contractors request for the additional days.

The repair work consists of 1,660 C.Y. of pit run rock, 1,490 C.Y. of barrow material, removal & reinstallation of extruded curbs, removal & reinstallation of guard rail, furnishing & installing 12-inch culvert pipe, furnishing & installing 8-inch perf. drain pipe, furnishing & installing 24-inch pipe, furnishing & installing 2 Inlets, removal of 185 S.Y. of existing A.C. pavement and furnishing and placing of Class B A. C. to get the roadbed back into shape. This work is at four different locations throughout the project and will require moving from one area to the other.

My recommendation is to allow the contractor his requested 40 days.

Attch:

7-7-82

W.E.S. -
The above added work amounts to approx. $81,000.00. I concur with Region & proj. mgr. to grant a 40 C.D. time extension.

7-2-82

ROSEBURG REGION
RECEIVED
JUL - 2 1982
RE | RME | [✓ RCE] | ROE | TE
RUE | DES | RSR | PPR | RLE
GEO. | FAE | RBI | ATE | AA

CE CAE FOE
RECEIVED
JUL 7 1982
CONSTRUCTION SECTION
CM CA LS TC FE CP

O. B. Jackson d

OTHER THAN THE ADJUSTMENTS, CONTRACTOR COMPLETED ALL WORK UNDER CONTRACT WITH TIME LEFT OVER. THEREFORE I RECCOMMEND THE APPROVAL OF TIME EXTENSION

CONTRACTOR'S REQUEST FOR ADJUSTMENT OF CONTRACT TIME

Oregon Department of Transportation
HIGHWAY DIVISION

Oregon Transportation Commission
Salem, Oregon

Date June 23, 1982

Gentlemen:

We, the undersigned, respectfully request an adjustment of contract time from 180 days to 220 days, within which to complete Section Davis Slough - Bullards Bridge, Contract No. 9301, without the assessment of liquidated damages.

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

We recieved Price Agreement #5 on June 22, 1982, and allowing ten days for transmittal and State approval, and 30 days (per submission of quote) to do the work, we will require a total of 40 additional days.

Respectfully Submitted,

Fabricators, Incorporated
Contractor

By Roy L. Houck, Jr., President

CONSENT OF SURETY

Date June 25, 1982

We, INDUSTRIAL INDEMNITY COMPANY, as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.

Vernon Schwin
Attorney-in-fact Vernon Schwin

Rollins Burdick Hunter of Oregon
Resident Agent

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

Approved:
Assistant State Highway Engineer

FORM 734-3320 (Rev. 4-80)

CONTRACTOR, SUBMIT TWO COPIES TO RESIDENT ENGINEER

CONTRAC 'S REQUEST FOR ADJUSTMENT OF NTRACT TIME

Oregon Department of Transportation
HIGHWAY DIVISION

Oregon Transportation Commission
Salem, Oregon

Date June 23, 19 82

Gentlemen:

We, the undersigned, respectfully request an adjustment of contract time from 180 days to 220 days, within which to complete Section Davis Slough - Bullards Bridge, Contract No. 9301, without the assessment of liquidated damages.

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

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Respectfully Submitted,

Fabricators, Incorporated
Contractor

By Roy L. Houck, Jr., President

CONSENT OF SURETY

Date June 25, 19 82

We, INDUSTRIAL INDEMNITY COMPANY, as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.

Vernon Schwin
Attorney-in-fact Vernon Schwin

Rollins Burdick Hunter of Oregon
Resident Agent

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

Approved: ....
Assistant State Highway Engineer

FORM 734-3320 (Rev 4-80)

CONTRACTOR, SUBMIT TWO COPIES TO RESIDENT ENGINEER

CL-82-57

9301

L.

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
APR 5 1982
NORMA PAULUS
SECRETARY OF STATE

April 2, 1982

IN REPLY REFER TO
FILE NO.:
CON 5
#9297 & 9301

FILED
APR 5 1982
NORMA PAULUS
SECRETARY OF STATE

Kauffman Crushing, Inc. dba
Eckman Creek Quarries
P. O. Box 540
Waldport, OR 97394

Attention: Harold L. Kauffman

Gentlemen:

This will acknowledge your letters of March 15 and 19, with attachments, filing a claim against Febricators, Inc., for labor and material furnished on the following two State highway jobs:

Contract No. 9301 for paving on the Davis Slough-Bullards Bridge Section of the Oregon Coast Highway in Coos County. Total amount of claim $589.39. OK

Contract No. 9297 for work on Cape Creek Tunnel-Sutton Lake Section of the Oregon Coast Highway in Lane County. Total amount of claim $11,410.45. OL

Industrial Indemnity Company furnished the bonds on these two projects. We will advise the surety and the contractor of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been paid. 11-8-82

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Fabricators, Incorporated
2705 Lancaster Dr., N.E.
Salem, OR 97303

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claims on the enclosed copy of this letter.

KAUFFMAN CRUSHING, INC *dba*
ECKMAN CREEK QUARRIES
P.O. Box 540
Waldport, Oregon 97394

Eckman Creek Road
(503) 563-3564

March 19, 1982

Department of Transportation
Room 121 Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen

Re: Fabricators Inc.

Gentlemen:

This is in response to your request for a breakdown of the amounts referred to in our letter of March 15th.

Cape Creek Tunnel - Sutton Lake Paving Contract #9297

Principal	$10,967.37	
Interest to 2/28	443.08	
		11,410.45

Davis Slough-Bullards Bridge Contract #9301

Principal	$ 566.50	
Interest to 2/28	22.89	
		589.39
Total Due		$11,999.84

Should you have any further questions please do not hesitate to call.

Sincerely,

H. L. Kauffman

Harold L. Kauffman
President

HLK:pl

RECEIVED

KAUFFMAN CRUSHING, INC dba
ECKMAN CREEK QUARRIES
P.O. Box 540
Waldport, Oregon 97394

Eckman Creek Road
(503) 563-3564

March 15, 1982

Department of Transportation
Room 121 Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen

Re: Cape Creek Tunnel-Sutton
Lake Paving Contract #9297

Gentlemen:

This is to advise you and/or the proper authority that as of this date we have not received payment as described by the enclosed letter copy.

The amount indicated is for equipment rental, some materials and some services. The majority of the direct labor involved on the site was paid by Fabricators Incorporated.

The work consisted primarily of paving the driveway and mailbox approaches. There was also some patching and work along the guardrails.

We have no proper job description or contract number for the work in the Coos Bay area but it too consisted of patching type work along guard rails. This must have been related to a previous contract.

We would appreciate knowing the procedures for securing payment according to the bonding requirements of these contracts.

Sincerely,

ECKMAN CREEK QUARRIES

Harold L. Kauffman
President

cc: Ellis Jones

March 5, 1982

Fabricators Incorporated
2705 Lancaster Drive N.E.
Salem, OR 97303

Attn: Roy L. Houck III

Gentlemen:

I was disappointed in not hearing from you last week.

We have now reached a point in time where circumstances are such that we can no longer continue to carry receivables such as this. The amount due to date is $11,999.84.

Should there be any questions, please do not hesitate to contact us. We would appreciate knowing what you plan to do by March 12th so we can plan and proceed accordingly.

Sincerely,

[illegible] CR[illegible]

Harold L. Kauffman
President

RECEIVED
MAR 16 1982
COMMUNICATIONS [illegible]
DEPARTMENT OF TRANSPORTATION

[illegible]:pl

Principal billed 6/21
Jan S/C
Feb S/C

$11,533.67
203.68
262.49
11,999.84

[illegible]

KAUFFMAN CRUSHING, INC DBA
ECKMAN CREEK QUARRIES
P.O. BOX 540
WALDPORT, OREGON 97394

Fabricators Incorporated
2705 Lancaster Drive N.E.
Salem, OR 97303

AMOUNT OF REMITTANCE
$

PLEASE TEAR OFF AND MAIL TOP PORTION WITH REMITTANCE

T 42868 256 R2406BX

		DATE	REF.	DESCRIPTION	CHARGES	✓	CREDITS	BALANCE
	FWD.	PREVIOUS BALANCE						
	1	12/15		Cape Cr. - Sutton				
2	2			Lake Project	9565 87			9565 87
	3	12/15		Coos Bay Proj.	566 50			10132 37
	4	12/22		Patching etc	1401 50			11,533 87
	5							
	6							
	7							
	8							
	9							
	10							
	11							
	12							

RECEIVED
JAN 04 1982

FORM NO FP-2005 MCBEE SYSTEMS

PLEASE PAY LAST AMOUNT SHOWN IN THIS COLUMN

KAUFFAMN CRUSHING, INC DBA
ECKMAN CREEK QUARRIES
P.O. BOX 540
WALDPORT, OREGON 97394

RECEIVED

9301

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-12-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-FR-2-2(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10139

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/14/81

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Davis Slough - Bullards Bridge Section

11. GENERAL DESCRIPTION OF WORK
Install extruded concrete drainage curbs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 12/14/81 as requested in Mr. Keasey's letter of 1/7/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $7,660 Federal Funds $6,755.

RECEIVED
STATE HWY ENGR
JAN 19 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | [✓ Act] | File

Orig
1-19-82

14. DATE 1/12/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. H[illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9301

L.

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

12-1-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-FR-2-2(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10139

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/22/81

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Davis Slough - Bullards Bridge Section

11. GENERAL DESCRIPTION OF WORK
Furnish and haul A. C. and Pit run terrace gravels where needed

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 10/22/81 as requested in Mr. Keasey's letter of 11/20/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $30,000 Federal Funds $26,454.

RECEIVED
STAT HWY ENGR
DEC 3 '81
REFER TO [illegible]
FOR
Info | Inves | R/D | D R | Sig | Act | File

OK 12/3/81

14. DATE 12/1/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9301

11-20-8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-FR-2-2(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10139

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-6-81

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Davis Slough - Bullards Bridge Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install bikeway signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 10-6-81 as requested in Mr. Keasey's letter of 11-10-81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $3,200 Federal funds $2,822.

RECEIVED
STATE HWY ENGR
NOV 27 '81
REFER TO [illegible]
FOR
Info | Inves | R/D | D.R | Sign | Act | File

cy
11/27

14. DATE 11-20-81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9301

.34-3889

RECEIVED
OCT 13 1981
BRANCH
CAE
FOI
QCE
EEO
CA
TC
FE
CP

L.

Oregon State Highway Division

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

THE ACCIDENT occurred to the contractors Flagger, on the State job, DAVIS Slough - Bullards Bridge, I did not wittness the accident, I was the inspector for this construction operation, and this is my investigation report.

☒ FATAL
☐ NON-FATAL

Date of Accident 10-09-81
Time of Accident Approx. 10:00 ([✓ A.M.] or P.M.)

Name of Driver BARBRA RATLIFF
Name of Deceased (if any) GAELA HUMMEL (FLAGGER FOR FABRICATORS INC.)

Date of Field Investigation 10-09-81
County Coos

Highway Name OREGON COAST
Highway Number 9
Route 101

CONSTRUCTION JOB DAVIS SLOUGH - BULLARDS BRIDGE
General Location Engr. Sta. 1087+00, NORTH BOUND TRAFFIC, ON Shoulders

Mile Post 259
Posted Speed 55 M.P.H.

Check Appropriate Items:

Type of Culture
_ Heavy
_ Moderate
_ Light
X None

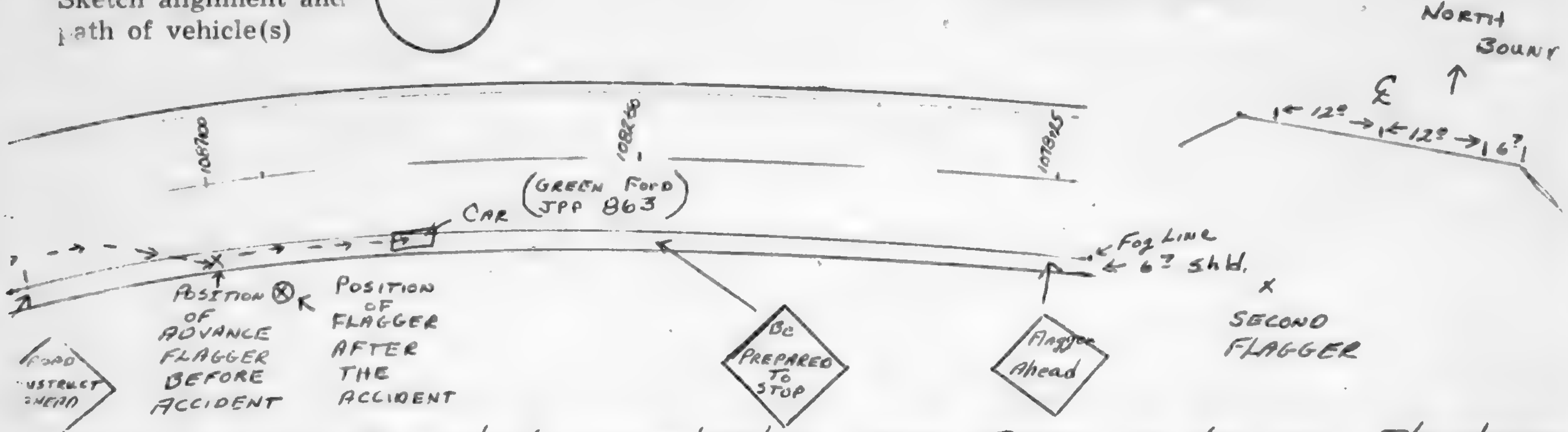
Surface Condition
_ Dry
X Wet
_ Snow or ice
_ (Other)

Grade (in direction of Vehicle's travel)
X Level
_ Hillcrest
_ Approx. _% descending
_ Approx. _% ascending

Lighting
X Daylight
_ Dawn or Dusk
_ Darkness Illum.
_ Darkness, non-Illum.

Alignment Indicate North →
Sketch alignment and path of vehicle(s)

Highway, X-Section
Sketch with dimensions


NORTH BOUNY
℄
← 12' → ← 12' → 6'
1087+00
1082+50
1078+25
CAR (GREEN Ford JPP 863)
Fog Line
← 6' shld.
POSITION OF ADVANCE FLAGGER BEFORE ACCIDENT
POSITION OF FLAGGER AFTER THE ACCIDENT
ROAD CONSTRUCT AHEAD
Be PREPARED TO STOP
Flagger Ahead
SECOND FLAGGER

ription of Accident: The vehicle was heading NORTH BOUND ON Hwy 101. The driver saw the ROAD CONSTRUCTION AHEAD SIGN, AND stepped on the brakes. Appearently the brakes locked up AND the car swerved Toward the Flagger and STRUCK THe Flagger at STA 1087+00 and Knocked her to Sta 1086+50, 20 ft right of the highway. First aide was given until the ambulance arrived. I didn't see the accident happen. This is what the driver of the car told me when I talked To her.

(USE REVERSE SIDE IF MORE SPACE REQUIRED)

on: Assistant State Highway Engineer
Maintenance Engineer
Traffic Engineer
Regional Engineer
District Engineer

Investigator Tom Kuhlman

Title H.E.-I, Inspector

#7301

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

District 7

P. O. Box 1265 Coos Bay, OR 97420 269-9121

Reply Refer to
File No

July 9, 1981

Jerry and Julie Guichot
20747 S. E. Canterbury Court
Bend, OR 97701

NOTED
F. B. [illegible]

Dear Mr. & Mrs. Guichot:

I am certainly sorry to hear that you had asphalt sprayed on your car south of Coos Bay. It is a lot more distressing to find that the crew responsible for this laughed and thought the incident funny.

The only bright spot in the whole incident was that it was not a State Highway crew, but was a contractor's crew working for the Highway Division. It is my suggestion that you contact

Fabricators, Inc. (Roy Houck)
2705 Lancaster Drive, N E.
Salem, OR 97303

to obtain reimbursement for the necessary work on this car. If you have any difficulty collecting the money due you, I would suggest you contact our Resident Engineer

Frank Morrison
Box 716
Coquille, OR 97423.

Once again I can only tell you how sorry I am that something like this happens and can spoil an entire trip.

Sincerely,

BEBrown

B. E. Brown
District Engineer

BEB/lm

cc: F. B. Klaboe
C. T. Keasey
A. Shirley
F. Morrison

RECEIVED
DOT DIRECTOR
JUL 10 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

July 7, 1981

RECEIVED
DOT DIRECTOR
JUL 9 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

State Highway Department
District Engineer
B. E. Brown
1155 S. Fifth
Coos Bay, OR 97420

NOTED

Dear Mr. Brown:

I am writing in regards to a road construction crew you had working approximately five miles south of Coos Bay on July 6, 1981. My husband and I were vacationing on the coast and were on our way home Monday morning when we were stopped by your crew because of road work. We were in a long line of cars waiting, when one of your oil/tar trucks came by spraying the road to make it ready for the paving machine. In the processing of spraying the road, he also covered the side of most of the cars waiting to continue on their way, including ours. As I am sure you are aware, the only way to get this oil/tar off of the cars is by using gasoline. In the process of taking this off the car, I am also sure you can very easily picture what it did to our paint job.

Before I go into this further I would like to inform you of the reaction of your crew when they realized what had happened. It ranged anywhere from snickers to rude outburst of laughter. I must say that never in my life have I seen such a total disregard by the State of Oregon and their representatives for the personal property of its citizens. Not only were they unconcerned for the gross error they had made, but they indeed thought it a source of amusement. I would think that not only should they have apologized, but also recommended a person or supervisor to contact for advise on what steps to take to correct and deal with the problem drying all over the side of our car. I would further think that with the amount of time the State puts in on repairing their highways, that the crews would be trained well enough to know the spraying range of their trucks and subsequently stop the oncoming traffic further away in order to avoid the problem altogether.

Our family has always taken extremely good care of our automobiles, and last month we took our car down for a professional wash, buff and wax job, which cost us $45. In the process of cleaning the mess off the car that your crew put there simply through carelessness, irresponsiblity and total disregard for personal damage, it also ruined the $45 buff and wax job that we had just had put on. On top of that we were at a garage for two hours working at getting the tar off, and Neither my husband or I consider our labor free, nor do we consider this an enjoyable way to end an otherwise very lovely vacation. After spending two hours at a garage we spent $5.00 at a carwash, trying to wash the gasoline off before it damaged the wax job, but to no avail, as it already had.

In closing, I would like to say that having worked in criminal justice for the past three years, even as a secretary, I have come to realize, that when any person, company, or government agency inflicts damage on a person or their property through carelessness, irresponsibility or a total disregard for their welfare or personal damage that it is a crime. I also know that depending upon the amount of property damage, that it is punishable by law ranging from fines and restitution up to and/or including jail time.

I realize that a fine and jail time are both unreasonable and uncalled for, however, I do feel that what was done is indeed a crime and restitution for the destroyed buff and wax job as well as our labor and the car wash is reasonable, justified and called for.

The following is a list of the cost that I feel is fair and that we expect restitution on.

1.	Destroyed buff and wax job.	$45.00
2.	Labor for cleaning up mess.	$25.00
3.	Car wash afterwards.	$ 5.00
	TOTAL	$75.00

Again, I do expect prompt action on this matter, and will be waiting for a letter from you stating what is going to be done regarding this incident.

Thank you.

Jerry and Julie Guichot
20747 SE Canterbury Court
Bend, OR 97701

cc. File
Fred B. Klaboe, Director - Dept of Transportation
Warren Richards, Construction Office Manager
Dale Hormann, Ass. Attorney General - Transportation
Paul Phillips, Citizens Representative - Governers Office

9301

2.

HIGHWAY DIVISION - ODOT

F I L E

May 21, 1981

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
May 28, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened May 28, 1981, on the following projects:

1. Dodge Canyon Creek-Westwood Street
   Elkton-Sutherlin Highway, Douglas County
   Paving

   Thirty-two-foot roadway consisting of 12-foot lanes and four-foot shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established. . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Cape Creek Tunnel-Sutton Lake
   Oregon Coast Highway, Lane County
   Paving

   Two 12-foot lanes, passing lanes and scenic pullouts. Four-foot nominal shoulders.

   Same as No. 1.

3. Washington State Line-Lane County Line
   Oregon Coast Highway, Clatsop, Tillamook and Lincoln Counties
   Traffic Markers

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Chiloquin Rock Production
The Dalles-California Highway, Klamath County
aggregate production

Same as No. 3.

5. Powder River
Whitney Highway, Baker County
Grading and Paving

Twelve-foot lanes with four-foot shoulders.

Same as No. 1.

6. Davis Slough-Bullards Bridge
Oregon Coast Highway, Coos County
Paving

Shoulders will be designated as bike lanes.

7. Austin Junction
Whitney Highway, Grant County
Grading and Paving

Same as No. 1.

8. N.C.L.-Main Street (Rogue River)
N. Pine Street, Jackson County
Grading and Paving

Twelve-foot travel lanes, six-foot bike lanes and five-foot sidewalks to be constructed.

9. Florence-Eugene Highway @ Fisher Road
Lane County
Base and Paving

Intersection construction with left-turn lane. Twelve-foot lanes and six-foot shoulders throughout project.

Same as No. 1.

10. McKenzie Highway @ Goodpasture Road
Lane County
Guard Rail Installation

Same as No. 3.

11. Ash Creek Bridge
    Independence Highway, Polk County
    Grading, Paving and Structure

    A 1.8-mile sidewalk with sidewalk ramps will be constructed on westerly side of roadway and structure for bicycle and pedestrian use.

12. Painted Hills Road-Mitchell
    Ochoco Highway, Wheeler County
    Grading and Paving

    Primarily Overlay. A twenty-eight-foot roadway throughout this project.

    Same as No. 1.

13. W. Fork Dairy Creek-Tillamook Junction
    Sunset Highway, Washington County
    Grading and Paving

    Eight-foot shoulders throughout this project.

    Same as No. 1.

HSC:RS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Marwell

9301 5-6-81 2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-FR-2-2(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10139

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-6-81

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Davis Slough - Bullards Bridge Section

11. GENERAL DESCRIPTION OF WORK

Pavement overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* On-the-job training $800

Temp. & Perm Pavement striping S.F.	$13,000
Bikeway stencils & Striping S.F.	~~$4,000~~
Asphalt Cement Adjustment	$87,500

13. REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 5-6-81 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,295,000, Federal Funds $2,023,700.

A signed copy of the Title Sheet is returned herewith.

REC'D STATE HWY
REFER TO
Info
File

14. DATE 5-6-81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9301

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

April 16, 1981

TO: D.E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10139
Project No. F-FR-2-2(10)
Davis Slough-Bullards Bridge Sec.
Coos County

Attached support data consists of PR-1 forms and project maps for the subject joint funded project.

It is the Oregon State Highway Division's present intention to receive bids for this project on May 28, 1981.

This project is joint funded to utilize Primary 3R funds to be released from Project No. FR-24(26). The remainder of the funding is available from obligations released on other projects by final voucher submissions and other actions.

JLG:bkc
Attachments

cc: A. Shirley, Jr. (Region 3)
General Files

Form 734-3122

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-2-2(-)
Davis Slough-Bullards Bridge Section
Oregon Coast Highway, Coos County
(Your DES 16-1)

Date: April 9, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State HIghway Engineer, ODOT

The design information included in Mr. Christensen's February 6, 1981, letter concerning the subject project is considered acceptable for the type and nature of work proposed.

G.K. Hossner
for
Dale E. Wilken

cc:
OSHD (J H Versteeg, Rd Design)
OSHD (D O Christensen, Rd Design)

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STATE HWY ENGR
APR 10'81
REFER TO
FOR
Info Inves R/D D/R Sign A.I File

9301

2.

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 6, 1981

DES 16-1

Mr. Ernest J. Valach
Acting Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attn. Glenn K. Hossner

Dear Sir:

Davis Slough-Bullards Bridge Section
Oregon Coast Highway
Coos County

The purpose of this FAP project is to extend the service life, restore the pavement section and skid resistance with a 2-inch Class "B" asphaltic concrete overlay. This section is 14.7 miles in length and has a daily traffic count varying from 3,150 to 4,150.

The horizontal alignment has a maximum curvature of 6 degrees. The vertical alignment has a maximum grade of 6.8 percent. There are three sections with climbing lanes (1.6 miles, 1.4 miles and 2.8 miles) where the maximum grade is 6.5%, 3.2% and 6.8%, respectively.

The typical section varies from two lanes to two lanes with climbing lane to four lanes with left-turn median lane. The total length of the 2-lane sections is 5.5 miles; 3-lane sections, 5.8 miles; and 4-lane with median lane sections, 3.4 miles. Travel lane widths will be 12 feet except the climbing lane width will be 11 feet. Shoulder widths on the two-lane sections will be 7 feet and on the climbing lane and 4-lane sections, 4 feet. The typical sections described can be constructed over the existing roadway width.

Bullards Bridge (702 feet long), at the south end of the project, has been examined and determined to be in satisfactory condition. The structure is wider than the approach roadway of 24 feet and is therefore of satisfactory width to leave in place.

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Info Inves R/D D/R Sign Act File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

There are 30,000 feet of existing guardrail on the project, on 12-foot 6-inch post spacing and not blocked. There are 20,430 feet of drain curb, generally on fill sections, and 16,240 feet of it are at guardrail locations. We will upgrade the guardrail by adding blocks at the drain curb locations, making bridge connections, and adding guardrail flares (4-foot maximum offset) with anchors and end pieces. The pavement overlay will be tapered to the edge of shoulder to avoid having to adjust the guardrail, which is at an acceptable height. Additional guardrail upgrading will be done at a later date when a future overlay will require adjusting the height.

This letter is submitted as documentation on the exception to minimum design criteria as set forth in the "Geometric Design Standards for Highways Other Than Freeways, AASHTO, 1969".

This project is presently scheduled for the September 1981 contract letting.

Very truly yours,

J. H. Versteeg
Road Design Engineer
ORIGINAL SIGNED
By DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

bc H. S. Coulter
E. S. Hunter
D. H. Moehring
F. E. Terpin
Alfred Shirley
Fred Eriksen

FE:ja

930.1

9

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/29/81
Donald L Rou

May 28, 1981 Bid Letting ______ All Clear Deadline

SECTION Davis Slough-Bullards Bridge
Highway Oregon Coast
County Coos Region 3
Type of Work Overlay Funds FA (RRR)
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

5/11

~~Noise~~

Z EXC

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☒	☐	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	

9301

9
Coos

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16-1

TO: MEMO TO THE FILE

DATE: April 18, 1980

FROM: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

Subject: Davis Slough-Bullards Bridge Section
Oregon Coast Highway
Coos County

The proposed project overlays 14.8 miles with 2 inches of asphaltic concrete; adjusts inlets that are already low; and upgrades existing guardrail ends with flares, anchors and proper end pieces for safety. Additional guardrail updating will be done in conjunction with a future overlay, at which time the guardrail will need to be raised, blocked out and additional posts added. This downscoping reduces the cost of guardrail from $391,000 to $128,000.

The ADT on this section varies from 3,300 to 4,300 and the project is carried on the 6-year program with $2,763,000 of State funds. The current estimate for the project is $2,392,000, which is broken down into the following major items:

Surfacing	$1,586,500
Guardrail	128,124
Drainage	11,500
T.P. & D. of T.	114,329
Other (Mobilization, E & C, etc.)	551,547
TOTAL	$2,392,000

It is recommended that the project as proposed be approved.

DOC:ja

cc E. S. Hunter
A. Shirley
F. Eriksen
Jack Sullivan

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
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APR 22 1980
ROAD DESIGN SECTION

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81-125-1387

Davis Slough - Bullards Bridge Section
Oregon Coast Highway
Coos County

Length 14.8 miles

Summary Breakdown:

1. Grading	—	0	0
2. Surfacing	—	$1,719,305.00	1,586,500
3. Guardrail	—	$ 109,000 ~~390,509.00~~	128,124
4. Structures	—	0	
5. Drainage	—	$ 11,500.00✓	1,[illegible]
6. Temp. Prot. + Dir. of Traffic + Temp Signs	—	$121,898.00	114,[illegible]
7. Other (Mobilization, Field Lab, Striping, E&C, etc.	—	$676,351.00	5[illegible]1,677
		2,919,563.00	2,[illegible]

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Davis Slough - Bullards Br.
Highway Oregon Coast County Coos Prefix 6-1154
Length ______ Miles 14.8 Designer J. Miller Date 3-26-80
Signed ______ Title ______

Grading & Drainage	$
Surfacing	$ ~~2,426,449~~ 1,986,840
Extra Work	
	$
Striping	$ 6520
	$
	$
	$
	$
	$
	$
	$
	$
TOTAL EXTRA WORK	$ 6520
TOTAL	$ 1,993,360 ~~[illegible]~~
+20% Engineering and Contingencies	$ ~~[illegible]~~ 398,672
Structures	
	$
	$
	$
	$
TOTAL STRUCTURES	$ 0
Right of Way	$ 0
TOTAL ESTIMATED COST	$ ~~2,920,029~~ 2,392,032

A.D.T. 3300 to 4300
State Funds [illegible]

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 3-26-80

Section Davis Slough - Bullards Br.
County Coos

Kind Of Work Overlay & Guard Rail
Length 14.8
Name J. Miller

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Furnish Field Laboratory		Each	1	3500	$ 3500
	Mobilization 9%		All	All		142,887 ~~179,737~~
	Temp. Prot. Direct. of Traffic	3%	All	All		57869 ~~65,438~~
	Temp. Signing		Sq.Ft.	430	7.00	3010
	Flagging		Hour	2000	22.00	44,000
	Pilot Car		Hour	270	35.00	9450
	Asphalt Cement Mix.		Ton	53000 ~~57925~~	17.00	901,000 ~~983,925~~
	Asphalt Cement in Mix.		Ton	3450 ~~3760~~	183.00	631,350 ~~688,080~~
	Asphalt in Tack Coat		Ton	100 ~~57~~	250.00	25,000 ~~14,250~~
	Adjust Inlets		Each	46	250.00	11500
	Guard Rail Hardware		LF	[illegible] ~~30,500~~	3.50	1148 ~~105,[illegible]~~
	~~Additional Guard Rail Posts~~		~~Each~~	~~2446~~	~~50.00~~	~~122,300~~
	~~Guard Rail Blocks~~		~~Each~~	~~1185~~	~~8.00~~	~~[illegible]~~
	Bridge Connection		Each	4	400.00	1600
	Guard Rail Type 2A		LF	5732	13.00	74516
	Guard Rail Type 3		LF	100	26.00	2600
	Anchor Type 1		Each	96	350.00	33600
	~~Anchor Type 2~~		~~Each~~	~~15~~	~~400.00~~	~~6000~~
	End Piece Type B		Each	15	100.00	1500
	End Piece Type C		Each	81	[illegible]	[illegible]
	[illegible] Mail		Tons	1200 ~~1600~~	12.00	14,400 ~~19,200~~
	Extra for Road Approaches		Each	59	250.00	14,750
			sub total	1,796,[illegible]		$ ~~2,426,[illegible]~~ 1,730,840

Narrative Report

Davis Slough - Coquille River
Oregon Coast Highway
Coos County

Prefix 6-1454 ✓ ok
December 18, 1979

The Northerly terminus is Sta. 339+00, which point is 470' South of the Davis Slough Bridge. The Southerly terminus is Sta. 1117+25, which point is the North End of the Bullards Bridge over the Coquille River. Total length of the project is 14.74 miles.

Map controls were not used on this project. We got a 1"=100' map from Salem, which covers most of this area. We had to add about 3,000 feet from the reduced as constructed map from the District Engineers office. ?

This project involves overlaying the existing highway with 2-inches of Class "B" Asphalt Concrete mixture with 1-inch allowed for patching. It also involves adjusting and addition to Guard Rail runs by installing standard flares and drainage under the flare sections.

After looking over this project, we feel that the State Maintenance forces will have to do some minor shoulder dressing work before the contractor starts his overlay. There is one hump in the right shoulder (vicinity of Sta. 529) which should be dug out and repaired, either by State Forces or by Price Agreement, but it is too small to make a special bid item for. ✓

Several Guard Rail runs were joined together in small cut sections, we feel it would be cheaper to join the Guard Rail than to install two Anchors and End pieces and it would be safer for the traveling public.

Adjustment of Delineators, which are located behind Guard Rail, should be included in the Rail Adjustment Price, with no extra pay for adjusting delineators.

Some curb work will be required to patch small sections of curbs which have been broken. This work should be an additional anticipated item as each section is small. We do not anticipate the need to replace the existing curbs as we feel that the curbs will still surve their intended purpose with a 2-inch overlay.

No material sources are being proposed for surfacing materials. The required Embankment Materials should come form the State owned borrow area right of Sta. 655 - 660 opposite mile point 251. This sourse should provide suitable fill material to construct the guard rail flares.

There is an electrical conduit for the advance warning Signs, for the Bullards Bridge, mounted on the back of the guard rail run on the right side from Sta. 1113+35 to 1117+29. The conduit then goes underground within the R/W to the advance warning sign. This could be adjusted with the guard rail or done by State Forces.

We propose to slope the culvert ends inside the Guard Rail flares on a 3:1 slope to prevent traffic from running into them. This means one sloped end on each run of pipe.

No other problems were encountered during location work, except the Authority for survey only covered 8.8 miles yet the title covers 14.74 miles. We there fore worked up our estimate to cover the 14.74 miles.

F. D. Morrison
F.D. Morrision

9301 9

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: April 17, 1980

FROM: Duane O. Christensen
Final Design Engineer

Duane O. Christensen

SUBJECT: Guardrail Installations
Davis Slough-Bullards Bridge
Oregon Coast Highway
Coos County

RECEIVED
TECHNICAL SERVICES
APR 22 '80
REFER TO
FOR
Info | Inves | R/D | C/R | Sign | Act | File

NOTED
E. S. HUNTER
OK 4-24-80

This State overlay project is 14.8 miles long and has 30,000-feet of existing guardrail in that length. The proposed overlay is 2-inches, with 1-inch allowance for leveling. The existing guardrail was installed at 19-inch height and is presently somewhat less than that in some locations due to patching.

There is 20,133-feet of concrete drain curb and 330-feet of A.C. drain curb, of this total 16,240-feet is at guardrail locations. The existing guardrail is 12-foot 6-inch post spacing and not blocked.

The Field Engineer recommended the existing guardrail be adjusted for height, blocks added, bridge connections made, and guardrail flares with anchors and end pieces constructed. The guardrails were to be flared 8-feet which required embankment, culverts, and surfacing material. This is estimated to cost about $320,000 (item costs only).

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen FE Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

The guardrail work can be reduced by tapering the 2-inch overlay thickness to zero in four feet at the edge of the shoulders. This will leave the guardrail at an acceptable height, eliminating the need for adjustment.

It would be desirable to add blocks to the guardrail, especially at drain curb locations, but the accident history indicates this condition has not been a problem. We propose to eliminate the blocks.

We propose to make bridge connections and add guardrail flares (Type 2A, 50-foot length, 4-foot maximum offset) with anchors and end pieces. This would minimize the guardrail length for flares and surfacing material and eliminate the need for embankment material and culverts.

The guardrail work we propose to do is estimated to cost $128,000 (item costs only). Additonal guardrail updating will be done at a later date when a future overlay will require adjusting the height.

FE:ab
cc: Alfred Shirley
Fred Eriksen

Contains Recycled Materials
81-125-1387

SP*75683-125

9301 9

LO 3

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: L. E. George
Traffic Engineer

DATE: April 10, 1980

FROM: Glen L. Clark
Investigations & Research Engineer

SUBJECT: Possible Bike Lanes
Oregon Coast Highway
Davis Slough-Bullards
Bridge Section

Attached are the preliminary plans for the subject project.

The shoulders planned are either 7' or 4' in width.

There will be 12.51 shoulder miles of 4' and 17.05 miles of 7' wide shoulders.

Somewhat less than half of the total mileage would be substandard width for a posted bikeway.

I see no particular problem to striping this section with 8" white solid shoulder lines and in the 7' areas, installing a sparing number of bikeway signs.

GLC:rh
cc: J. H. Versteeg ✓
Don Shaffer

REFERRED TO
1 Beard WGB Stoudenmeyer
Cole Mann
2 Erikson ZE Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
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3 Sullivan JWS
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APR 11 1980
ROAD DESIGN
SECTION

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ORG 7

INTEROFFICE MEMO

STATE OF OREGON

Highway - Traffic — DEPT.
378-6537 — TELEPHONE

TO: Fred Erickson
Design Engineer Supervisor

DATE: March 19, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Accident History on Overlays
Davis Slough - Bullards Bridge
Oregon Coast Highway No. 9
Coos County
M.P. 244.9 to M.P. 259.6

As requested in your letter dated March 10, 1980, we have reviewed the accident history on the subject section. Our investigation revealed no apparent accident problem areas. The 1978 accident rate for the section was 0.65 as compared to the statewide rate of 1.39.

L. E. George
Traffic Engineer

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___ Beard ___ Stoudenmeyer ___
___ Cole ___ Sample ___
✓ Eriksen F.E. ___ Watson ___
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Return Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

9301

9

ROAD DESIGN SECTION

DES 16-1

L. L. Wallace
Asst. Bridge Engineer

March 10, 1980

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Subject: Davis Slough-Bullards Bridge Section
Oregon Coast Highway
Coos County

A 2-inch overlay of the existing highway is proposed on the subject section. The project terminates at the north end of Bullards Bridge. Please review and submit your recommendations for handling the overlay at the following structure:

M.P. 259.6 Bullards Bridge (north end)

Also, guardrail bridge connections will be required at the north end of Bullards Bridge. Please furnish standard drawing numbers or special drawings for bridge connections.

This project is scheduled for the May 29, 1980 bid letting. Please furnish us with this information by March 20, 1980.

FE:ja

cc Alfred Shirley
Jerry Miller

1 Versteeg ✓
Anderson
2 [illegible] Dee
Olson
Sullivan
Terpin
[illegible]
[illegible]

RECEIVED
1
ROAD DESIGN SECTION

Action

9301

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Davis Creek-Coquille River
Highway: Oregon Coast #9
County: Coos
Prefix: 6-1454
Res. Engr. F. D. Morrison

Date December 14, 1979
Twenty Year Traffic Coefficient 10.3
18 kip s.a. per day 405.7
R value 10
Frost Penetration - - -
CBE Total Requirement 33.0"

STRUCTURAL SECTION
EXISTING ROADWAY

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	
2.0"	A.C.O.L. with 1.0" allowance for leveling.	

REFERRED TO
Beard
Cole
Eriksen
Hager
Staudenmeyer
Sample
✓ Watson
Leu
Dorn
Return Discuss Do [✓ File] Copy Due
BY FINAL DESIGN ENGINEER

Note: No New Work.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

7301

9

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: August 10, 1979

FROM: J. E. Backstand
Supervising Design Engineer

SUBJECT: Davis Slough Bridges
3168A, 6516, 8281, 8282
Bunker Hill-Davis Slough Sec.
Oregon Coast Highway

In addition to the Shinglehouse Slough Structures indicated in the June 12, 1979 letter, Davis Slough Structures are to have a one-half inch asphalt membrane plus one and one-half new AC wearing surface.

Davis Slough Bridges 3168A and 6516 have some existing AC wearing surface to be removed.

JEB:smd

cc Alfred Shirley
George Hopkins
Jack Sullivan

RECEIVED
AUG 10 1979
ROAD DESIGN SECTION

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BY FINAL DESIGN ENGINEER

81-125-1387

1981 Austin Jct. Sec. of the 9302
Whitney Hwy.
(Grading and paving)

CON 5

DATE: May 13, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Project Acceptance
Federal Aid Project No. F-92(4)

Contracts 9300 & 9302, Work Completed September 2, 1982

Project Powder River & Austin Jct.

Highway Whitney

Counties Baker & Grant

Acceptance: Federal Hwy. Admin. October 27, 1982

Oregon Transportation Commission December 3, 1982

All participating work on this project has been completed.

The following documents, required for your acceptance of the project, are attached:

1-Copy Form 81-734-3498, Progress Est. & Cost Report
3-Copies Form PR-47, Statement of Materials & Labor
1-Copy Laboratory Materials Certification
1-Copy Statement of Overruns and Underruns

RDC:mk

cc: Frank Griffin
R. D. Church

9302 1-3-83 file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co., Inc. No. 9308	W. Fork Dairy Cr.-Tillamook Jct. Washington County	December 3, 1982
Nelson-Deppe, Inc. No. 9302	Austin Jct. Project Grant County	December 3, 1982
Ontario Asphalt Paving Co. No. 9265	Central Ore. Hwy. @ Succor Cr. Hwy. (Nyssa) Malheur County	December 7, 1982
Ajax Elec. Co., Inc. No. 9409	Pac. Hwy. W. @ SW 78th Ave. (Tigard) Washington County	December 7, 1982
Eucon Corp. of Idaho No. 9434	Juniper Canyon Rd.-Lexington/Echo Hwy. Morrow County	December 8, 1982
Hamilton Electric, Inc. No. 9336	Center St. @ Lancaster Dr. (Salem) & Lancaster Dr. @ Market St. (Salem) Marion County	December 8, 1982
Bracelin-Yeager Excavating No. 9261	Powers Wayside Coos County	December 8, 1982
JAL Construction, Inc. No. 9479	Ochoco Cr.-Barnes Butte Rd. Crook County	December 10, 1982
Suomi Enterprises, Inc. No. 9425	Baldock Safety Rest Area Clackamas County	December 17, 1982
Select Contractors, Inc. No. 9473	Region 3 (6 cities Pavement Marking Project) Douglas & Jackson Counties	December 17, 1982
Howard Logsdon Logging No. 9478	Ukiah Rock Production Umatilla County	December 17, 1982

Contractor and Contract No.	Section and County	Acceptance Date
R.J. Taggard Const., Inc. No. 9471	Canyonville Rock Production Douglas County	December 17, 1982
Kniestadt & Sons No. 9433	Blackhorse Cr. (Lexington) Br. Morrow County	December 20, 1982
R. A. Hatch Co. No. 9355	NE 112th Ave.-NE 148th Ave. Multnomah County	December 20, 1982
Swanston Equipment Co. No. 9426	Col. Co. Pavement Marking #2 Columbia County	December 22, 1982
Angell Asphalt & Aggregate, Inc. No. 9370	Reedsport-Dean Creek Douglas County	December 22, 1982
Select Contractors, Inc. No. 9428	Marion Co. Pavement Marking #2 Marion County	December 22, 1982
Eugene Sand & Gravel,Inc. No. 9475	Poterf Cr.-Poodle Cr. Lane County	December 22, 1982
Bayview Transit Mix,Inc. No. 9494	19th St.-Astor Column (Astoria) Clatsop County	December 23, 1982
Morse Bros., Inc. No. 9411	SPRR X'ing.-Lebanon Ditch Linn County	December 23, 1982
H2O Blasters, Inc./H2O Contractors, Inc. No. 9463	Willamette River (Oregon City Arch) Bridge Clackamas County	December 28, 1982
A & R Const., Inc. dba Laco Const. Co. No. 9398	Willow Creek Bridges Malheur County	December 28, 1982
Hyland Bros. Const., Inc. No. 9417	Springfield Downtown Transit Station Lane County	December 29, 1982
Hamilton Electric, Inc. No. 9129	Division St. NE-Trade St. SE (Salem) Marion County	December 29, 1982
Halcyon Painting No. 9496	SPRR O'Xing (Albany) Linn County	December 29, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats, Inc. No. 9325	NW 2nd St.-Old Oregon Trail Hwy. Malheur County	December 30, 1982
Sims Electric, Inc. No. 9408	E. 1st St. @ E. Revere St. (Bend) Deschutes County	December 30, 1982

January 3, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: December 3, 1982

FROM: Warren E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9302 On Site Work Substantially Completed September 1, 1982

All Work Completed October 21, 1982

Project Austin Jct.

Highway Whitney

County Grant

Type of Work Grading & Paving

Contractor Nelson-Deppe, Inc.

WES:RDC:mk

cc: C. T. Keasey
R. D. Church

noted
Robert Gormsen

12-8-82
Surety [illegible]

81-125-1387

Contains Recycled Materials

9302 C

December 9, 1982

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9302

Gentlemen or Ladies:

On December 8, 1982, we wrote to you concerning release of final payment on Contract No. 9302 awarded to Nelson-Deppe, Inc. for work on the Austin Junction Section of the Whitney Highway in Grant County.

Final payment on this contract is $12,988.92 and the total contract amount is $1,339,511.89. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Nelson-Deppe, Inc.
Box 768
Nampa, ID 83651

bc: C. T. Keasey
Walt Hart
Robert D. Hector

9302 CL-82-191

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 1, 1982

FILED
NOV 3 1982
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5
#9302 & 9300

Rettig, Rosenberry, Lovan & Morfitt
Attorneys at Law
P. O. Box 729
Caldwell, ID 83605

Attention: Richard Rosenberry

EH
AS 11/5/82

Gentlemen:

This will acknowledge a copy of your letter dated October 22, 1982, addressed to Safeco Insurance Company of America filing claims against the following two Highway Division contracts on behalf of your client, DJ Earthmoving Construction, Inc.

FILED BY:	DJ Earthmoving Construction, Inc.	
AMOUNTS:	$21,923.55	$2,168.66 plus $10,500 liq. damages
AGAINST: (Prime contractor)	Nelson-Deppe, Inc.	
CONTRACT NOS:	9302	9300
PROJECTS:	Austin Junction Whitney Highway Grant County	Powder River Section Whitney Highway Baker County
SURETY:	Safeco Insurance Company of America	
AGENT:	Walter R. Johnson	

We note that you have filed these claims directly with the prime contractor. We will also forward your claim letter to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claims have been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: Nelson-Deppe, Inc.
Box 768
Nampa, ID 83651

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claims on the enclosed copy of this letter.

LAW OFFICES OF
RETTIG, ROSENBERRY, LOVAN & MORFITT
ATTORNEYS AT LAW
1024 BELMONT STREET
P. O. BOX 729
CALDWELL, IDAHO
83605

HERBERT W. RETTIG
RICHARD ROSENBERRY
GREGG E. LOVAN
JAMES C. MORFITT

TELEPHONE
459-1541
AREA CODE 208

October 22, 1982

Safeco Insurance Company of America
4101 S.W. Kruze Way
Lake Oswego, OR 97034

RE: Payment bond - Nelson-Deppe, Inc., P. O. Box 768, Nampa, ID 83651

Gentlemen:

On behalf of our client DJ EARTHMOVING CONSTRUCTION, INC., of Caldwell, Idaho, we do hereby make a demand for payment under the provisions of the payment bond furnished by your company to Nelson-Deppe, Inc., on the following projects:

1. The Oregon Transportation Commission, State Highway Division, Salem, Oregon for grating and paving Austin Junction, a section of Whitney Highway in Grant County, Oregon. Contract dated June 4, 1981, contract #9302, Federal Aid Project #F0092004 in the amount of $21,923.55, said contract signed June 29, 1981.

2. The Oregon Transportation Commission, State Highway Division, Salem Oregon for grating and paving Powder River section oftthhe Whitney Highway, Baker County, Oregon. Contract #9300, Federal Aid Project F0092004 in the amoun tof $2,168.66 together with the sum of $10,500.00 liquidated damages improperly withheld.

Copies of this claim are being mailed to the following:

Oregon Transportation Commission
State Highway Division
Salem, OR 97310

All American Insurance Co,
c/o W.R. Johnson
P. O. Box 645
Meridian, ID 83642

Nelson-Deppe, Inc.
P. O. Box 768
Nampa, ID 83651

Very truly yours,

RETTIG, ROSENBERRY, LOVAN & MORFITT

Richard Rosenberry

RR/blm

2

No. FINAL

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Austin Junction Section		WEEK ENDING: Sept. 4, 1982
		SECTION PREFIX: 12-1058
	HIGHWAY: Whitney	COUNTY: Grant
NAME OF JOB: Austin Junction Section	KIND OF WORK: Grading & Paving	
CONTRACTOR: Nelson-Deppe, Inc.	CONTRACT NUMBER: 9302	FEDERAL AID PROJECT NUMBER: F-92(4)
DATE OF CONTRACT: June 4, 1981	DATE WORK STARTED: July 7, 1981	ESTIMATED COMPLETION DATE: Sept. 2, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 310 CWD	CALENDAR DAYS USED 243 CWD
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 78%
PROJECT AUTHORIZATION: $1,448,399.14		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
EXCLUSIVE OF ENGINEERING: $1,288,399.14	ENGINEERING AUTHORIZATION $160,000.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,288,399.14	ENGINEERING COST TO DATE $165,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN UNDERRUN ____%	PERCENT OF AUTHORIZATION 103 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.9	1.9			1.9
MILES PARTIALLY COMPLETED	1.9	1.9			1.9
MILES COMPLETED	1.9	1.9			1.9
TOTAL ESTIMATED QUANTITIES (CONTRACT)	70,000 CY	46,100 Ton			9,600 Ton
TOTAL QUANTITIES CORRECTED TO DATE	83,300 CY	59,900 Ton			9,643 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	83,300 CY	59,900 Ton			9,643 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 1					
HOURS PER SHIFT 8					

EQUIPMENT USED DURING THE WEEK:
1 hydro seeder, 1 mulcher

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 29		1		Stop work order rescinded this date
MONDAY 30	Fair	1		
TUESDAY 31	Fair	1		
WEDNESDAY 1	Fair	1		Seeding & Mulching completed - 2nd notification
THURSDAY 2		0		K
FRIDAY 3		0		
SATURDAY 4		0		

SEP [illegible] 1982
SCS FE
ESO CONSTRUCTION SECTION CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 29	Seeding & Mulching
MONDAY 30	Seeding & Mulching
TUESDAY 31	Seeding & Mulching
WEDNESDAY 1	Seeding & Mulching complete
THURSDAY 2	No Activity
FRIDAY 3	No Activity
SATURDAY 4	No Activity

REMARKS

Stop work order issued 7-27-82 until the seeding & mulching is performed was rescinded Aug. 29, 1982. Seeding & Mulching completed Sept. 1, 1982. Second notification submitted Sept. 1, 1982.

SIGNED for Bobby D. Johnson, Proj. Mgr. LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP F216

9302

e.

CON 5
#9302

DATE: January 7, 1982

TO: Oregon Transportation Commission

FROM:
H. S. Coulter, P.E.
State Highway Engineer

grant Co

SUBJECT: Request for Increase in Project Authorization
Austin Junction Section
Whitney Highway
Contract No. 9302

This federal-aid grading and paving project is 67 percent complete with completion expected in the late spring or summer of this year. It is now apparent that an increase in the project authorization is necessary. The present authorized amount is expected to be exceeded by $227,440 or 18.6 percent.

Drainage and unsuitable existing material problems encountered on the project will increase the cost by approximately $87,000. Traffic handling costs for flagging and pilot cars will cost an additional $50,000. Engineering costs will overrun by $75,000, primarily due to the remote location requiring the need for the payment of per diem.

An additional $51,250 of course aggregate base was required to finish driveways and winterize the project. These increased costs which are all eligible for federal participation, will be partially offset by relatively small underruns of several bid items.

It is recommended that the authorization for this project be increased by $227,440 to a new total of $1,448,399.14. This matter will be on the consent calendar for the January 19 meeting.

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
W. E. Schwartz
George Bell

WR:cb 1b

1302

C.

STATE OF OREGON

INTEROFFICE MEMO

DATE: January 5, 1982

TO: H. S. Coulter
State Highway Engineer

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Austin Junction Section
Whitney Highway, Grant County
Contract No. 9302

NOTED
H.S.COULTER

The authorization for this project was increased by the Transportation Commission at its September 24 meeting. At that time the authorization was increased by $145,577, which has proved to be insufficient. At that time we expected the project to be completed during October of 1981. The project is presently 67 percent complete with completion expected in the late spring or summer of 1982.

The final project cost is now estimated at $1,448,399.14, which is an increase of $227,440, or 18.6 percent beyond that presently authorized. The unanticipated drainage work mentioned in the previous request has continued to be a problem.

The cost of work performed under Price Agreements 5 & 8 covering filter fabric, quarry run embankment, aggregate base, filter material in drains and 6-inch drain pipe has increased by $39,000. Subexcavation work covered by Price Agreement #10 will cost approximately $25,500.

Bid Item 12, General Excavation, will overrun by an estimated $22,500 due to the unstable materials encountered that had to be excavated. Coarse Aggregate Base, Bid Item 16, will overrun by over $51,000 because of the need for extra rock required to winterize the project and to finish driveways. The bid items for flagging and pilot car will overrun by $37,500 and $12,000 respectively.

Approximately $75,000 additional engineering funds will be required due to the need to pay per diem because of the remote location of the project. Although our previous request had anticipated a fall of 1981 completion, the project time will not expire until July or August of 1982.

Attached is a rough draft letter to the Transportation Commission as is a copy of the Expected Overrun of Project Authorization form.

WR:cb

cc. W. E. Schwartz
Bob Johnson
Robert Church
D. E. Swan

ok R

930W

L.

HIGHWAY DIVISION

November 17, 1981

M. Gregg Smith
Department of Commerce

H. S. Coulter, P.E.
State Highway Engineer

Rock Material Used on Whitney Highway Construction Project
Austin Junction

I have read with interest your recent letter to Region Construction Engineer Bob Hector. I have also read the letter from Mr. Hector to you and I share with him the regret that damage to your vehicle tires have occurred on the Austin Junction Section which is now under contract.

To the comments already made, I might add that there is a rock crushing technique available to minimize arrowheading. It involves some special types of equipment and it is an expensive way to do things. Because of its cost, we have limited its use to sanding material. We have not normally encountered the problems you have brought to our attention in our base rock.

Thank you for taking the time to write, your interest in highway matters is appreciated.

WES:RDH:vt lb

bc W. E. Schwartz
   Bobby Johnson

HiB V
X 9302

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

November 9, 1981

☒ RE ☒ RCE ☒ RME ☑ ROE
☐ RFA NOV 09 1981 ☐
RECEIVED
REGION 5 OFFICE

Mr. M. Gregg Smith, Administrator
Housing Division
Department of Commerce
Labor and Industries Bldg.
Salem, Oregon 97310

Dear Mr. Smith:

I am sorry to hear of your problems with flat tires on the Whitney Highway construction project near Austin Junction. I am taking the liberty of sending a copy of your letter to Larry Nelson of Nelson-Deppe, Inc., the contractor on this project, to see if they can respond to your monetary losses.

The aggregate produced and used on this project does comply with the standard Highway Division specification for this kind of work. We find that the aggregate from some quarries will break into slivers of rock; we call them "arrowheads". Sometimes those arrowheads can be quite sharp and even puncture tires particularly if the rock is wet. Most other quarries will yield aggregates without arrowheads. I know of no way of knowing beforehand exactly how a quarry will crush. Unfortunately, the quarry being used for the Austin Junction project does break into arrowheads. This aggregate has now been covered with a one inch cover of smaller sized aggregate which, hopefully, will not contain as much sharp rock. That surface will be covered with asphaltic concrete pavement when the weather will permit it.

I sincerely appreciate your comments on our activities and your taking time to write me. Your comment that this situation seems out of character for highway projects is indeed true, but not because of the quality of the work being done, only because of the unusual property of this particular quarry.

Sincerely,

R. D. Hector
Region Construction Engineer

RDH/vt
cc: Larry Nelson w/attachment
H. S. Coulter
W. E. Schwartz
B. D. Johnson w/attachment

VICTOR ATIYEH
GOVERNOR

Department of Commerce
HOUSING DIVISION
LABOR & INDUSTRIES BLDG., SALEM, OREGON 97310 PHONE (503) 378-4343

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STATE HWY ENGR
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REFER TO
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File

cy 11-9
due 11-19

November 6, 1981

R. D. Hector
Region Construction Engineer
State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Dear Mr. Hector:

As a state employee and a member of the traveling public, I feel impelled to make an observation about a problem which I believe falls under your supervision.

I own property and have relatives in Grant County. I visit the area regularly. About a month ago, traveling toward Prairie City from Baker, I passed through a highway construction project approximately two miles in length between the old Austin House and the "Y" where Route 7 intersects with Route 26. I had a flat tire. Actually, the tire was destroyed by a sharp, jagged piece of rock. I had a boot placed in the tire along with a tube at a cost of somewhat over $13.00. The man who repaired the tire said it was essentially useless and should only be used, in his term, to "limp in on, in an emergency". (The gash in the tire was so large that when inflated you can see through to the boot.)

Early this week, I passed through the same section of road going in the opposite direction. Again, I had a flat tire. The tire suffered a deep gash, although not quite so severe as the earlier one. While the tire is no longer of road quality, it will serve as an adequate spare.

In two trips over the same stretch of road I experienced two flat tires which cost me approximately $26.00 in repair bills. Worse, the tires are 8-ply, heavy-duty pickup tires that cost approximately $80.00 each. Until these two trips I had expected to have at least one more full year's use out of the tires. Therefore, the remaining value of the tires to me was at least $20.00 each. Thus, I calculate my direct costs in traveling through the aforementioned construction project at approximately $66.00.

Having experienced the same circumstance twice, I became curious and asked in Prairie City whether other people had problems. Practically everyone I talked to either had had flat tires personally or knew of someone who had while traveling through the construction project.

Having been born and raised in Eastern Oregon, I have traveled over all types of roads. I have never seen the type of sharp, jagged, coarse rock used on this construction project on any previous roadbed. I would be interested in knowing whether the Highway Division specified this type of material for this project. If the type of rock being used does meet state specifications, are you aware of the problems the rock is creating for the traveling public? If you are aware that there is a problem, do you have some proposed remedial action? (I understand the road will not be surfaced until next year.)

I think the Highway Division does a great job of providing this state with high quality, well maintained roads. This situation seems to be out of character. I would, therefore, appreciate hearing your views on it.

Sincerely,

M. Gregg Smith

cc: W. E. Schwartz
H. S. Coulter ✓

io

9302

L

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
REGION 5 OFFICE

IN REPLY REFER TO
FILE NO.

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

November 9, 1981

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
NOV 12 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Mr. M. Gregg Smith, Administrator
Housing Division
Department of Commerce
Labor and Industries Bldg.
Salem, Oregon 97310

Dear Mr. Smith:

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Sincerely,

R. D. Hector
Region Construction Engineer

RDH/vt
cc: Larry Nelson w/attachment
✓H. S. Coulter
W. E. Schwartz
B. D. Johnson w/attachment

Form 734-3123

9302

L.

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO

378-6318

FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: September 10, 1981

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Austin Junction Section
Whitney Highway
Contract No. 9302

This federal-aid grading and paving project was 15 percent complete as of September 1 with an October, 1981 completion date anticipated. The need for an increase in the project authorization has become apparent due to unanticipated drainage problems being encountered.

To alleviate the problem, filter fabric and quarry run embankment material were added by Price Agreement No. 5 which also increased the bid item quantity for aggregate base. Also, Price Agreement No. 8 provided for filter material in drains and an increase in the 6-inch drain pipe item. The cost of these two agreements are estimated at $89,608 and $26,184 respectively.

Another reason for the increased project cost is that right of way obligations require that fencing be installed through most of the project and no provision was made for this obligation in the contract. The work was added by Price Agreement No. 2 at a cost of $29,785.

A rough draft letter to the Oregon Transportation Commission requesting an increase of $145,577 or 13.5 percent, is attached. Also attached is an Expected Overrun of Project Authorization form.

OBJ:WR:mk

Attach.

cc: W. E. Schwartz
Bobby Johnson
Robert Church

OE

9302

L.

CON 5
9302

DATE: September 11, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Austin Junction Section
Whitney Highway
Contract No. 9302

This federal-aid grading and paving project was 15 percent complete as of September 1, with an October 1981 completion date anticipated. The need for an increase in the project authorization has become apparent due to unanticipated drainage problems being encountered.

To alleviate the problem, filter fabric and quarry run embankment material were added by Price Agreement No. 5, which also increased the bid item quantity for aggregate base. Also, Price Agreement No. 8 provided for filter material in drains and an increase in the 6-inch drain pipe item. The cost of these two agreements are estimated at $89,608 and $26,184 respectively.

In addition, obligations for fencing the right of way through most of the project were part of the acquisition agreement and no provision was made for this obligation in the contract. The work was added by Price Agreement No. 2 at a cost of $29,785.

It is recommended that the Project Authorization be increased by $145,577, or 13.5 percent, to a new total of $1,220,959.14. All of the increase is eligible for federal participation.

This matter will be on the consent calendar for the September 24 meeting.

OBJ:WR:mk 1b

bc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
W. E. Schwartz
George Bell

STATE COPY

cy: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Baker - Grant	DIVISION Oregon
DATE OF INSPECTION 7-15-81	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. F-92(4)

IN COMPANY WITH D. Wilken, Division Administrator, R. Hathaway, Asst. Division Administrator, FHWA. Discussed with R. Johnson, Resident Engineer, OSHD.

LOCATION
Powder River Section: Approximately 25 miles southwest of Baker in Baker County, Oregon. Austin Section: Approximately 16 miles northeast of Prairie City in Grant County, Oregon. Both sections are on the Whitney Highway.

CONTRACTOR NAME AND ADDRESS
Nelson-Deppe, Inc., Box 769, Nampa, Idaho 89651

AWARD DATE Austin: 6-4-81 Powder River: 6-1-81	CONTRACT AMOUNT $929,173.25 $340,170.00	TIME ALLOWED 310 calendar WD 125 calendar days	TIME STARTED June 17, 1981 June 15, 1981	WORK STARTED July 7, 1981 --
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 39/310 = 12.5%	WORK COMPLETED 4%	

REMARKS

AUSTIN & POWDER RIVER SECTIONS
WHITNEY HIGHWAY
Grading and Paving

This federal aid project will provide for reconstruction of the Whitney Highway at its junction with both the John Day Highway and the Sumpter Valley Highway. The work at each junction was advertised and awarded as separate Highway Division contracts but both sections are included as part of one federal aid project.

RECEIVED
STATE HWY ENGR
AUG 10 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Powder River Section

Work has not yet begun on the Powder River Section.

A proposed railroad crosses the highway right of way in the vicinity of Station 16. The crossing has not yet been constructed. The railroad, Sumpter Valley Railroad, was granted a crossing prior to the time this route was incorporated in the State Highway System. The Sumpter Valley Railroad Restoration, Inc., is a non-profit corporation organized to rebuild portions of the abandoned narrow-gage Sumpter Valley Railroad. Railroad activity at this crossing, upon completion of the necessary trackage and assuming actual operation of the venture, would serve the tourist trade and would be primarily on Saturdays, Sundays and holidays between Memorial Day and September 30.

(continued)

The highway at the railroad crossing site is on a 3 degree curve with an existing superelevation of approximately 2.5 percent. New construction would require additional superelevation on this curve. The railroad is on a 1.23 percent grade ascending from east to west. The combination of the highway superelevation and the adverse railroad grade have created a problem for the railroad, as a railroad crossing, Constructed to match the highway cross section would require additional construction work by the railroad.

A public hearing was held by the Public Utility Commission on July 7, 1981, to gather testimony as to the proper action to resolve this railroad crossing problem. By Public Commission Order No. 81-513 (attached) it was ordered that the superelevation on this highway curve be reduced to one percent on the travel lanes and that the two 4-foot shoulders be constructed with no superelevation.

The work directed by this Order is contrary to good highway engineering practice as the reduced superelevation will create a potential unsafe highway condition. It is recommended that other solutions to this problem be explored which will not compromise highway safety. In any event, federal aid participation should be excluded from any solution which would result in an unsafe condition to the highway users.

Austin Section

The contractor has moved in and is performing clearing operations and doing some pioneer work on the grading.

A wet area has been identified near the north end of the project. Initial investigation indicates that unsuitable material extends to a depth of approximately seven feet. Two solutions to the problem are being investigated. One solution would involve subexcavating the unsuitable material and backfilling with shot rock; the other solution involves placing a shot rock fill over the area allowing for settlement and drainage. A filter fabric would be included in this option.Preliminary estimates indicate that subexcavating costs would be about 2-3 times the estimated $90,000 cost of the other solution.

In both solutions, the fill material which was designed to be used at this location will have to be wasted as it is unsuitable for use in the wet area. This material which is generated from an adjacent cut can be wasted at the Bates Road connection which is located across the highway and just south of the cut. Grant County officials have given the Highway Division permission to use this area. The County will also be doing some improvement work in this area. No conflict is anticipated between the contractor's work and the County's planned activities.

9302

June 25, 1981

DES

The Honorable Elaine Lampeo
Mayor of Sumpter
Sumpter, OR 97877

Dear Mayor Lampeo:

Representative Max Simpson passed on to me your concerns regarding the connection to the Whitney Highway that we recently put under contract.

It has been our concept throughout the discussions with the Baker County Court and others that the connection between Austin and Sumpter Valley would become the principal route. I was not aware of any plans other than the design we have under contract. In the near future, we also plan to modify the connection with the road going over Dooley Mountain so that traffic would stop and through traffic would follow the Whitney Highway.

I have been advised that a Public Utility Commission hearing is scheduled on July 7 to discuss the crossing of the highway by the Sumpter Valley Railroad. Highway Division representatives will be in attendance, and I am requesting that they also explain the connection between the Whitney Highway and the Sumpter Valley Highway.

It is our plan to provide adequate signing at this junction, and we do not anticipate that there should be any reduction in summer trade in Sumpter. In fact, the designation of the Whitney Highway as the main route between Baker and John Day should increase traffic through the valley--a portion of which would no doubt take advantage of the business establishments in your city.

I do not believe any change in the design is appropriate at this time. As mentioned earlier, we will have people at the July 7 hearing to answer any questions.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

cc Representative Max Simpson

bc W. E. Schwartz

[redacted]
Mayor

[redacted]
City Recorder

City of Sumpter

SUMPTER, OREGON 97877

COUNCILMEN
[redacted]

June 16, 1981

Max Simpson
House of Representatives
Oregon Legislative Assembly
Salem, Oregon 97310

Dear Representive Simpson,

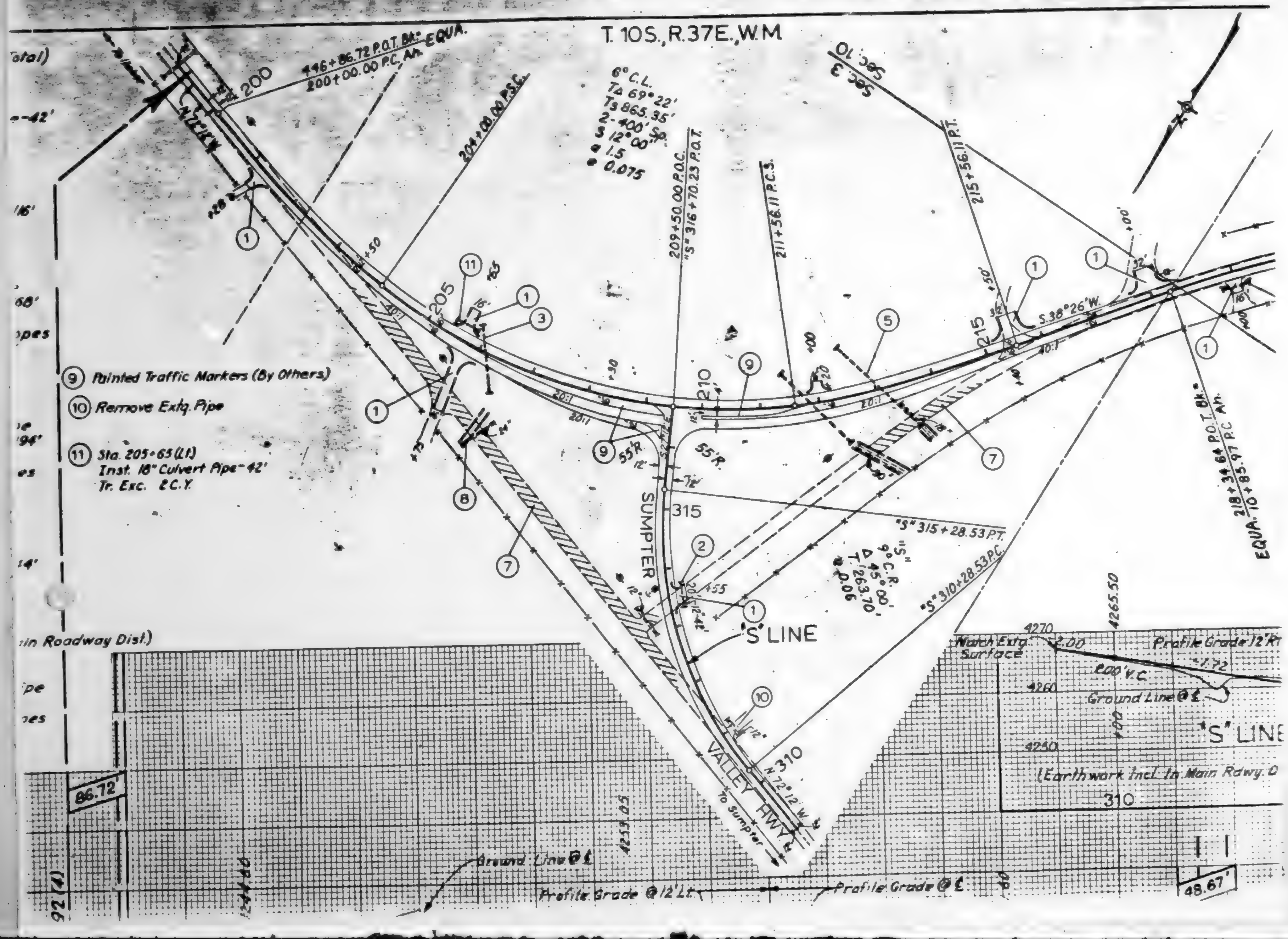
We were very disburbed when we saw the new plans for the Tipton connector and we strongly oppose this change. the previous plans had been completely changed without any advanced notice or imput, and not to the advantage of Sumpter.
The new plans, which we understand have already been given to the contractor, and clearing has already started, will isolate Sumpter and reduce our summer trade. We feel sure our local business establishments will suffer.
The Sumpter road connection will be on a curve, which is now one of the hazardest sections of our road, due to the shade the ice and snow lingers. The construction of the new road, to accomadate the banking of the curve will add to the existing danger.
We do not know what can be done about this, if any, but we want to show our strong opposition to it and the method used.

Sincerely,

__________, Mayor
__________, Councilmember
__________, Councilmember
__________, Councilmember
__________, Councilmember

EL/aa

[illegible]


T. 10S., R.37E., W.M.
446+86.72 P.O.T. Bk. = 200+00.00 P.C. Ah. EQUA.
200
204+00.00 P.S.C.
6° C.L.
T∆ 69°22'
Ts 865.35'
2-400' Sp.
S 12°00'
a 1.5
e 0.075
209+50.00 P.O.C.
"S" 316+70.23 P.O.T.
211+56.11 P.C.S.
215+56.11 P.T.
Sec. 3
Sec. 10
205
210
215
S.38°26'W.
EQUA. 218+34.64 P.O.T. Bk. = 10+85.97 P.C. Ah.
9 Painted Traffic Markers (By Others)
10 Remove Extg. Pipe
11 Sta. 205+63 (Lt.)
Inst. 18" Culvert Pipe - 42'
Tr. Exc. 2 C.Y.
55'R.
55'R.
SUMPTER
315
"S" 315+28.53 P.T.
"S"
9° C.R.
∆ 45°00'
T 263.70'
e 0.06
"S" 310+28.53 P.C.
'S' LINE
VALLEY HWY.
To Sumpter
310
N.72°12'W.
1
2
3
5
7
8
9
10
11
Total)
-42'
16'
68'
pes
94'
es
14'
in Roadway Dist.)
pe
es
86.72'
92(4)
1244.80
4253.05
Ground Line @ ℄
Profile Grade @ 12' Lt.
Profile Grade @ ℄
4270
4265.50
Match Extg. Surface
2.00
Profile Grade 12' Rt.
200' V.C.
Ground Line @ ℄
4260
4250
+00
"S" LINE
(Earthwork Incl. In Main Rdwy. D
310
48.67'

9302

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 2, 1981

IN REPLY REFER TO
FILE NO.:

CON

copy
9300
[illegible]

Glenna Hayden
Executive Secretary
to Governor Atiyeh
State Capitol
Salem, OR 97310

Dear Glenna:

The fuss at Baker is over two contracts we took bids on recently. The low bidder was an Idaho firm (Nelson-Deppe, Inc.) and the second bidder was Baker Redimix (owned by Babler Company). Bid tabulations are enclosed.

Since these are federal-aid jobs, both state and federal law apply. Both laws say that we must accept the lowest responsive bid. We have no discretion in the matter (nor would we want any) and must accept the lower bid.

Mr. McCullock is out of line, and I feel certain does not represent the views of Babler, who believes in our system of letting contracts.

Sincerely,

F. B. Klaboe
Director

FBK:fn

Enc.

bc H. S. Coulter ✓

RECEIVED
STATE HWY ENGR
JUN 2'81
REFER TO
FOR

STATE OF OREGON

INTEROFFICE MEMO

Governor's Office 83111
DEPT TELEPHONE

TO: Fred Klaboe

DATE: Tues., June 2, 1981

FROM: Glenna Hayden, Secy. to Governor

SUBJECT: Highway Division in Baker

A Rod McCullock (523-3679) called yesterday and would talk to no one but the Governor.

His concern is -- the Hwy. Div. in Baker giving an Idaho Company a bid for some job in the Baker area. He says the residents are irate!

The Governor will call him back but wants background information from you before he does.

gh

81-125-1379

[redacted]

On May 28, 19[illegible] we opened bids [illegible] two projects on the Whitney Highway. – McCullick also contacted Tony Yturria. – I have advised Yturria and Max Simpson's office that by statute we must award to the lowest responsible bidder. – copies of info on the two jobs is attached. –

HSc

job 5	project Powder River Section	eng. est. 460,993.00	minorities 0	women 0	total 0 %	prefix 1-1003
contract 9300	low Nelson-Deppe Inc	340,170 00			%	
	2 Baker Redimix	341 781 00			%	
	3 N. Santiam S&G	354 098 00			%	
	county Baker	type FAP	bidders 9	± diff. -120,823 00	-26.2	

No. 5 Project Powder River Section

Type of Work Grading and Paving F.A. Proj. No. F-92(4)

County Baker Highway Whitney

No. of Bidders 9 Low Bidder Nelson-Deppe, Inc., Nampa, ID

Low Bid $ 340,170.00 Engineer's Est. $ 460,993.00 % Above Eng. Est. ---

Engineer's Recommendations: Award to low bidder subject to concurrence of the FHWA.

7	Austin Jct. Section	1,035,719.00	1%	1%	2%	12-1058
9302	Nelson Deppe	929,173 25	1	1	2	
	Baker Redimix	972,050 00	2.49	1.04	3.53	
	R.A Hatch Co.	974,964 00	1	1	2	
	Grant	FAP	9	-116,545 75	-11.2 %	

No. 7 Project Austin Jct. Section

Type of Work Grading and Paving F.A. Proj. No. F-92(4)

County Grant Highway Whitney

No. of Bidders 9 Low Bidder Nelson-Deppe, Inc., Nampa, ID

Low Bid $ 929,173.25 Engineer's Est. $ 1,035,719.00 % Above Eng. Est. ---

Engineer's Recommendation: Award to low bidder, pending MBE review, subject to concurrence of the FHWA.

2nd Bidder:	Baker Redi-Mix, Inc.	$972,050.00
3rd Bidder:	R. A. Hatch Co.	$974,967.00

9302

No. 71

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE: yellow copy

May 21, 1981

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Austin Jct. Section
Whitney Highway
Grant County

TO:
RESIDENT ENGINEER
Bobby Johnson

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9191	00	Mainline, Centerline	Profile Grade
	01	Mainline, Centerline	Subgrade
9191	02	Mainline, 12' Rt.	Profile Grade
	03	Mainline, 12' Rt.	Subgrade

Attachment

9302 5-6-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-92(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME
Baker
Grant

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90101

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/6/81

8. FEDERAL ROUTE NUMBER Primary 92

9. STATE ROUTE NUMBER Primary 71

10. GENERAL LOCATION:
Powder River and Austin Junction Section

11. GENERAL DESCRIPTION OF WORK
Grading and Paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
On the job trainee $800
Temp. and perm. pavement Striping S.F. $8,500
Asphalt Cement Adjustment $45,000
State Furnished Laboratory $1,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 5/6/81 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,070,000 Federal Funds $1,825,300.

A signed copy of the Title Sheet for Powder River Section and for Austin Junction Section are returned herewith.

RECEIVED
STATE HWY ENGR
MAY 21'81
REFER TO
[illegible]

14. DATE 5/6/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9362

71

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/29/81
Wonald L. Rout

Jim

May 28
~~June 25~~, 1981 Bid Letting ____ All Clear Deadline

SECTION Austin Jct. Section
Highway Whitney
County Grant Region 5
Type of Work G-P-Widen Funds FA
State ____ Consultant ____ Plans Avail. ___Yes ___No

~~Noise~~

3NAA

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	F&W conditions - OK
D.O.G.M.I.	☐	☒	☐	☐	☒	
Corps of Engineers	☐	☒	☐	☐	☒	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	

9302

TRA 7

STATE OF OREGON

INTEROFFICE MEMO

TO: D. N. Stoudenmeyer
Design Engineer Supervisor

DATE: April 6, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Approved Sign Study Plans
Austin Junction Section and
Powder River Section
Whitney Highway
Baker and Grant Counties

Attached are two prints of the approved sign study plans for the above-named sections.

Please proceed with the contract sign plans.

L. E. George

L. E. George
Traffic Engineer

ELS:er

Attachments

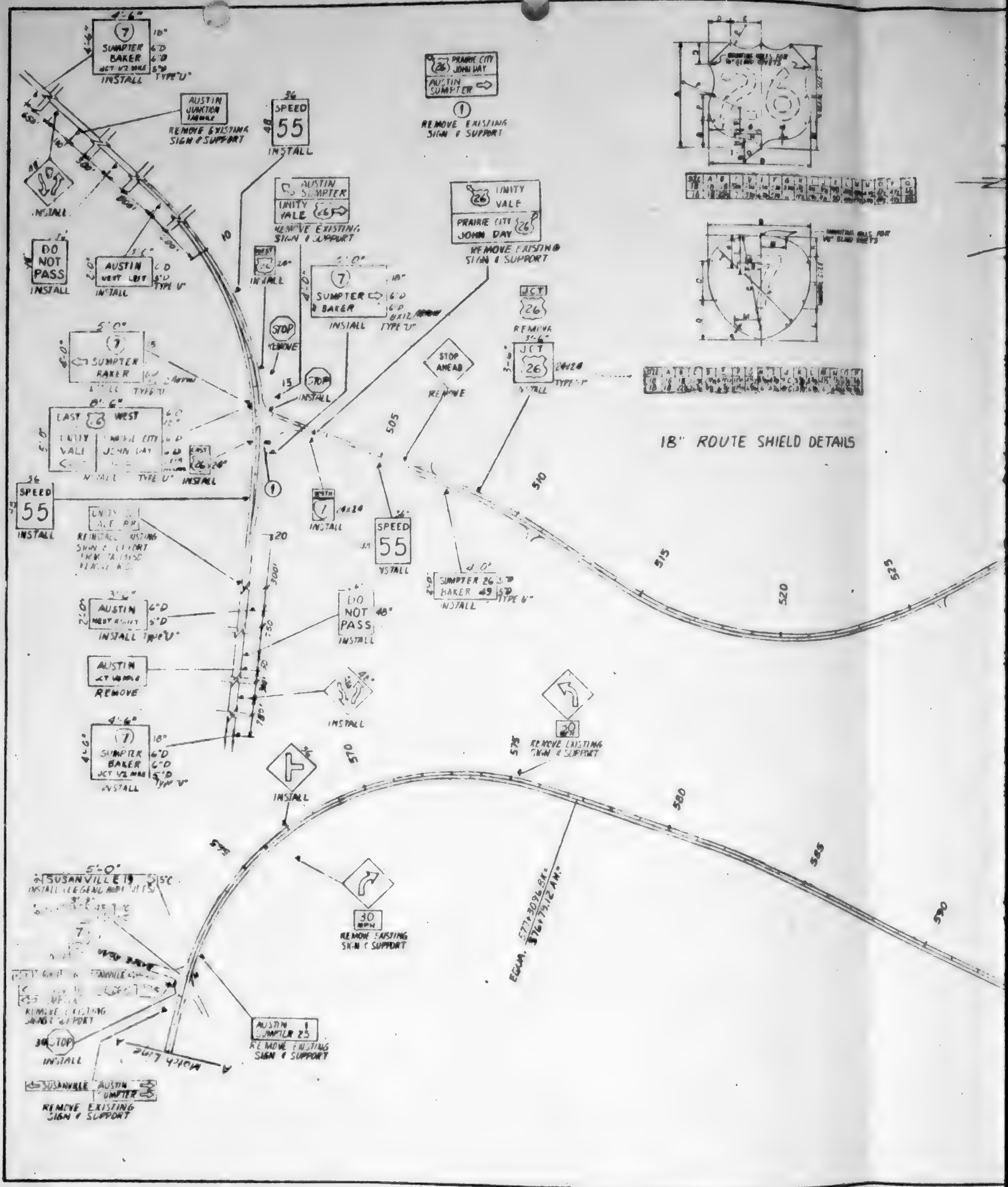
cc: Pat Schwartz
C. K. Ansell
C. D. Hiatt

REFERRED TO
2 Board WEB ✓ Stoudenmeyer DNS
Cole Mann
Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
1 plan kept by Board

Versteeg
Anderson
I Christensen AEH
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 07 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action


4'-6"
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JCT 1/2 MILE
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REMOVE EXISTING
SIGN & SUPPORT
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INSTALL
26 PRAIRIE CITY
JOHN DAY
AUSTIN
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SIGN & SUPPORT
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PRAIRIE CITY
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7
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BAKER
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26
REMOVE
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AHEAD
REMOVE
JCT
26
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INSTALL
7
SUMPTER
BAKER
TYPE "U"
EAST
26
WEST
UNITY
VALE
PRAIRIE CITY
JOHN DAY
INSTALL
TYPE "U"
EAST
26
INSTALL
505
510
515
520
525
18" ROUTE SHIELD DETAILS
SPEED
55
INSTALL
1
REINSTALL EXISTING
SIGN & SUPPORT
7
24x24
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SPEED
55
INSTALL
4'-0"
SUMPTER 26
BAKER 49
TYPE "U"
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3'-0"
AUSTIN
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5"D
INSTALL TYPE "U"
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NOT
PASS
48"
INSTALL
AUSTIN
REMOVE
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30
MPH
575
REMOVE EXISTING
SIGN & SUPPORT
4'-6"
7
SUMPTER
BAKER
JCT 1/2 MILE
18"
6"D
6"D
5"D
TYPE "U"
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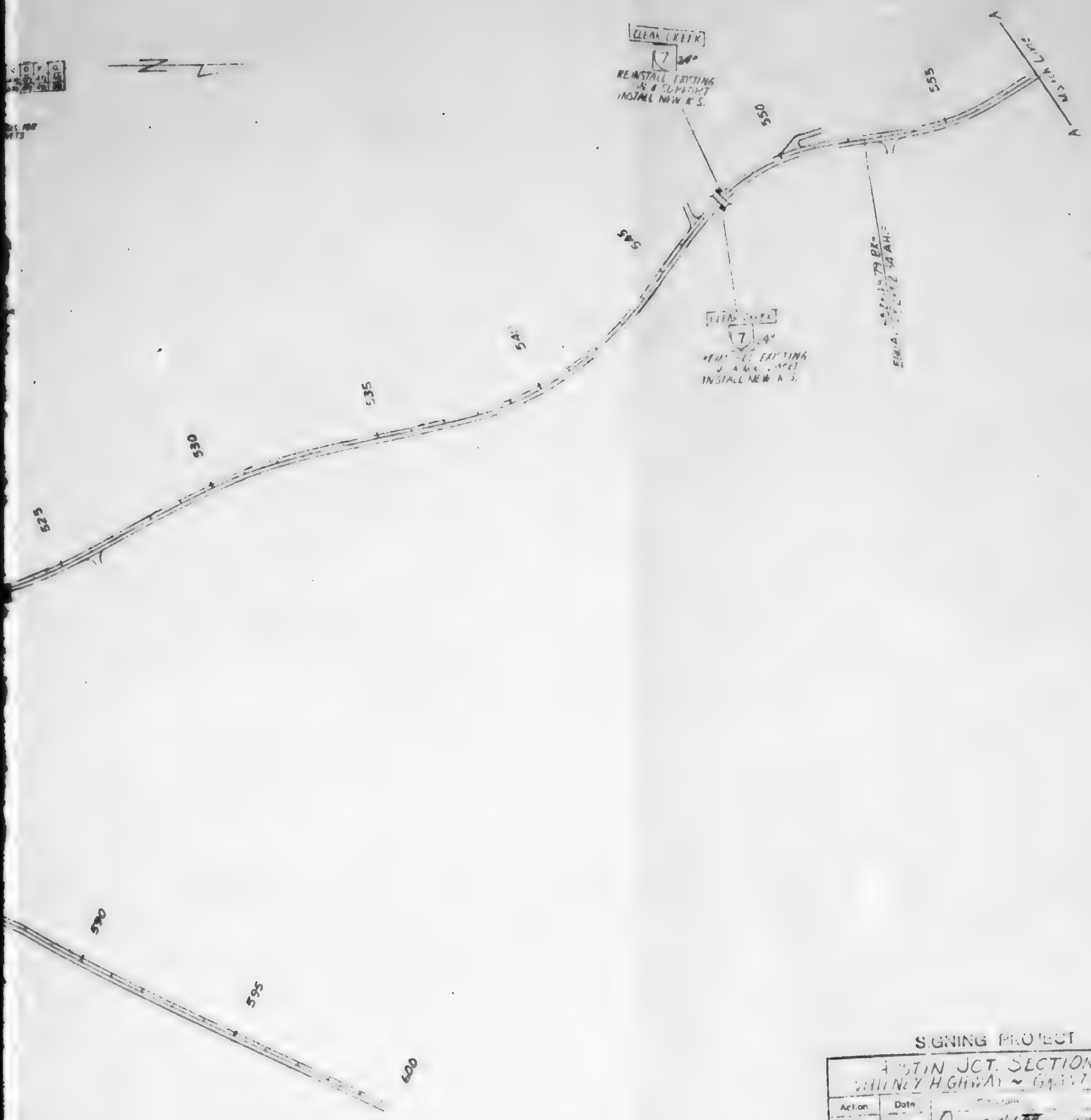
570
INSTALL
580
585
590
5'-0"
SUSANVILLE 19
INSTALL LEGEND
30
MPH
REMOVE EXISTING
SIGN & SUPPORT
EQUA. 577+30.96 BK=
576+79.12 AH=
REMOVE EXISTING
SIGN & SUPPORT
STOP
INSTALL
AUSTIN 1
SUMPTER 25
REMOVE EXISTING
SIGN & SUPPORT
SUSANVILLE
AUSTIN
SUMPTER
REMOVE EXISTING
SIGN & SUPPORT

Sheet 1 of 2


CLEAR CREEK
7
24"
REINSTALL EXISTING
ON 4 SUPPORT
INSTALL NEW K.S.
CLEAR CREEK
7
24"
INSTALL NEW K.S.
EXIST.
79 BK.
AH.
MATCH LINE
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A
525
530
535
540
545
550
555
590
595
600

SIGNING PROJECT

AUSTIN JCT. SECTION WHITNEY HIGHWAY ~ GRANT COUNTY			
Action	Date	Signature	Title
Submitted	10-14-8		Engr.
Approved	10-23-80		
"	3/		Traffic
"			Asst. Hwy. Engr.
Accepted	4/2/8		

9302

~~BH~~ ~~4-10-81~~
~~5-1-81~~

March 27, 1981

Department of Fish & Wildlife
506 SW Mill Street
Portland, Oregon 97201

Attention: Brent Forsberg

Dear Brent:

Re: Proposed Culvert Extension
Austin Junction Section
Whitney Highway
Grant County

On July 23, 1981, we plant to take bids on the above highway improvement project. Part of this proposed work involves the extension of a double concrete box culvert in Clear Creek with twin 60-inch arch pipes.

The stream bed will have to be reshaped to accommodate this extension. The proposed quantities are less than 50 cubic yards, so we don't plan to apply for a Division of State Lands Removal/Fill Permit.

We would be pleased to have you review this proposal and send us your comments relating to control of the work to protect the stream environment.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Donald L. Trout
Final Project Development Coordinator

DLT:ab
cc: Division of State Lands
Attn: Marge Akers
1445 State Street NE
Salem, OR 97310

No work before July 1 or after Aug 25 in stream.

Length

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

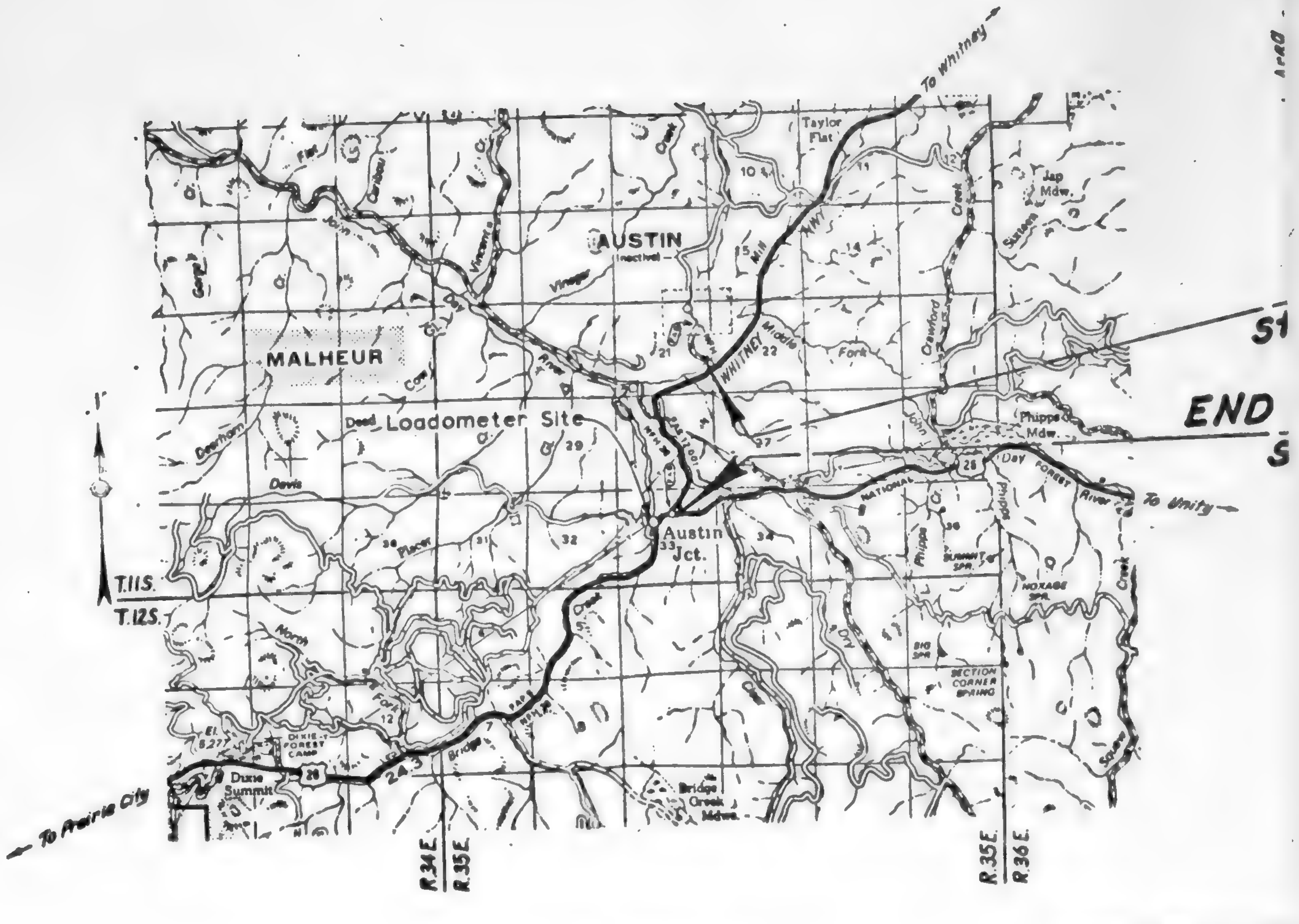
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

AUSTIN JCT. SECTION

WHITNEY HIGHWAY

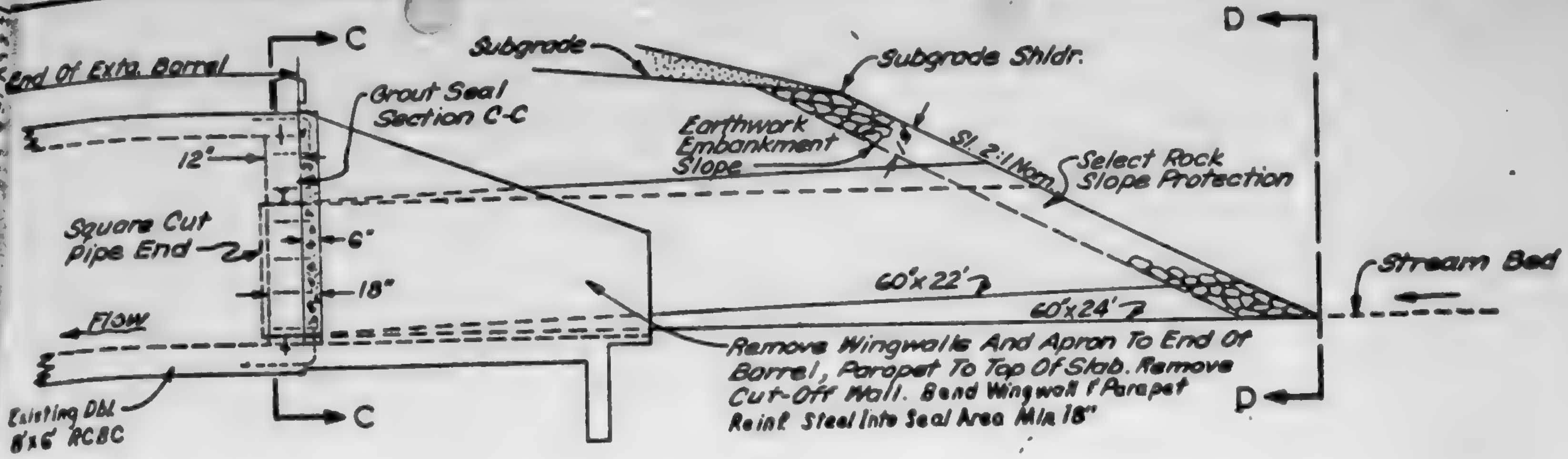
GRANT COUNTY


To Whitney
Taylor Flat
Jap Mdw.
AUSTIN (Inactive)
MALHEUR
WHITNEY HWY
Middle Fork
John Day
Loadometer Site
Deardorff
Davis
Placer
Austin Jct.
Phipps Mdw.
END
NATIONAL FOREST
To Unity
North Fork
Dixie Forest Camp
Dixie Summit
El. 5,277
Bridge Creek Mdw.
Section Corner Spring
Big Spr.
Summit Spr.
Horage Spr.
T.11S.
T.12S.
R.34E.
R.35E.
R.35E.
R.36E.
To Prairie City
26
24.3

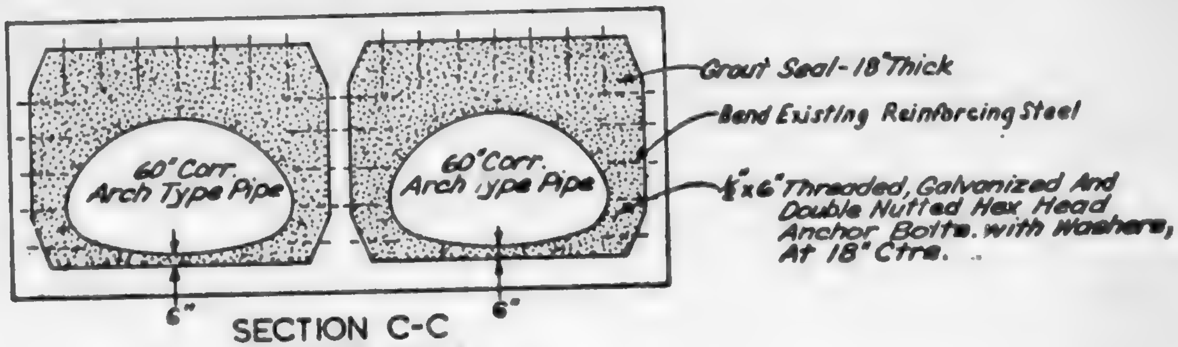
Sketch Map

Scale 0 1 2 Miles

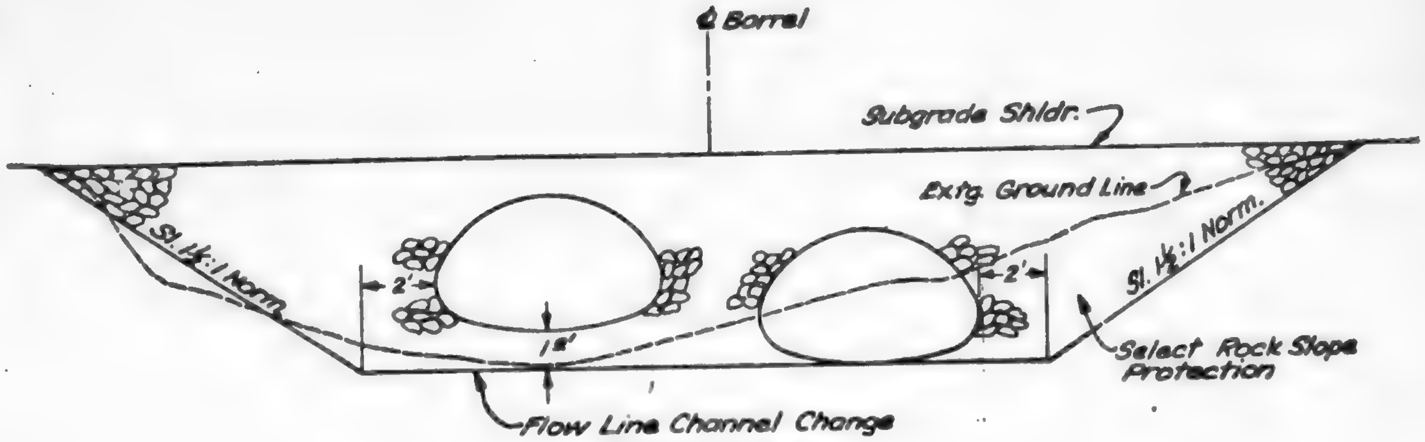
OREGON TRANSPORTATI
Anthony Yturri
Tom Walsh
Gordon Coleman
Peter J. Brix
Michael P. Hollern
Fred B. Klaboe


C
C
D
D
End Of Extg. Barrel
Grout Seal Section C-C
12"
Square Cut Pipe End
6"
18"
Flow
Existing Dbl. 8'x6' RCBC
Subgrade
Subgrade Shldr.
Earthwork Embankment Slope
Sl. 2:1 Nom.
Select Rock Slope Protection
Stream Bed
60"x 22'
60"x 24'
Remove Wingwalls And Apron To End Of Barrel, Parapet To Top Of Slab. Remove Cut-Off Wall. Bend Wingwall & Parapet Reinf. Steel Into Seal Area Min 18"

PROFILE


60" Corr. Arch Type Pipe
60" Corr. Arch Type Pipe
6"
6"
Grout Seal-18" Thick
Bend Existing Reinforcing Steel
½"x6" Threaded, Galvanized And Double Nutted Hex Head Anchor Bolts with Washers, At 18" Ctrs.

SECTION C-C
CONNECTION DETAIL
ARCH TYPE PIPE TO BOX CULVERT


℄ Barrel
Subgrade Shldr.
Extg. Ground Line
Sl. 1½:1 Norm.
Sl. 1½:1 Norm.
2'
2'
18"
Select Rock Slope Protection
Flow Line Channel Change

SECTION D-D
ARCH TYPE PIPE INLET DETAIL

To Austin
To Bolton

ARCH TYPE PIPE INSTALLATION DETAIL
STA. 547+75,Rt.

1) Const. Appr. - 3 (Total)

2) Const. Rd. Conn.

3) See Sht. 4, Note 6

4) See Sht. 4, Note 7

5) Sta. 560+70, Lt.
Remove Extg. 18" Pipe
Inst. 18" Irrig. Pipe -72'
Under Pvmt. -32'
Tr. Exc. 31 C.Y.

6) Sta. 559+24
Remove Extg. 18" Pipe

7) Sta. 558+85
Inst. 18" Irrig. Pipe -100'
Under Pvmt. -26'
Const. "V" Outlet Ditch
2:1 Slopes
Tr. Exc. 46 C.Y.
Dt. Exc. 52 C.Y.

Sta. 557+50
Inst. 18" Culv. Pipe -94'
Under Pvmt. -22'
Tr. Exc. 29 C.Y.

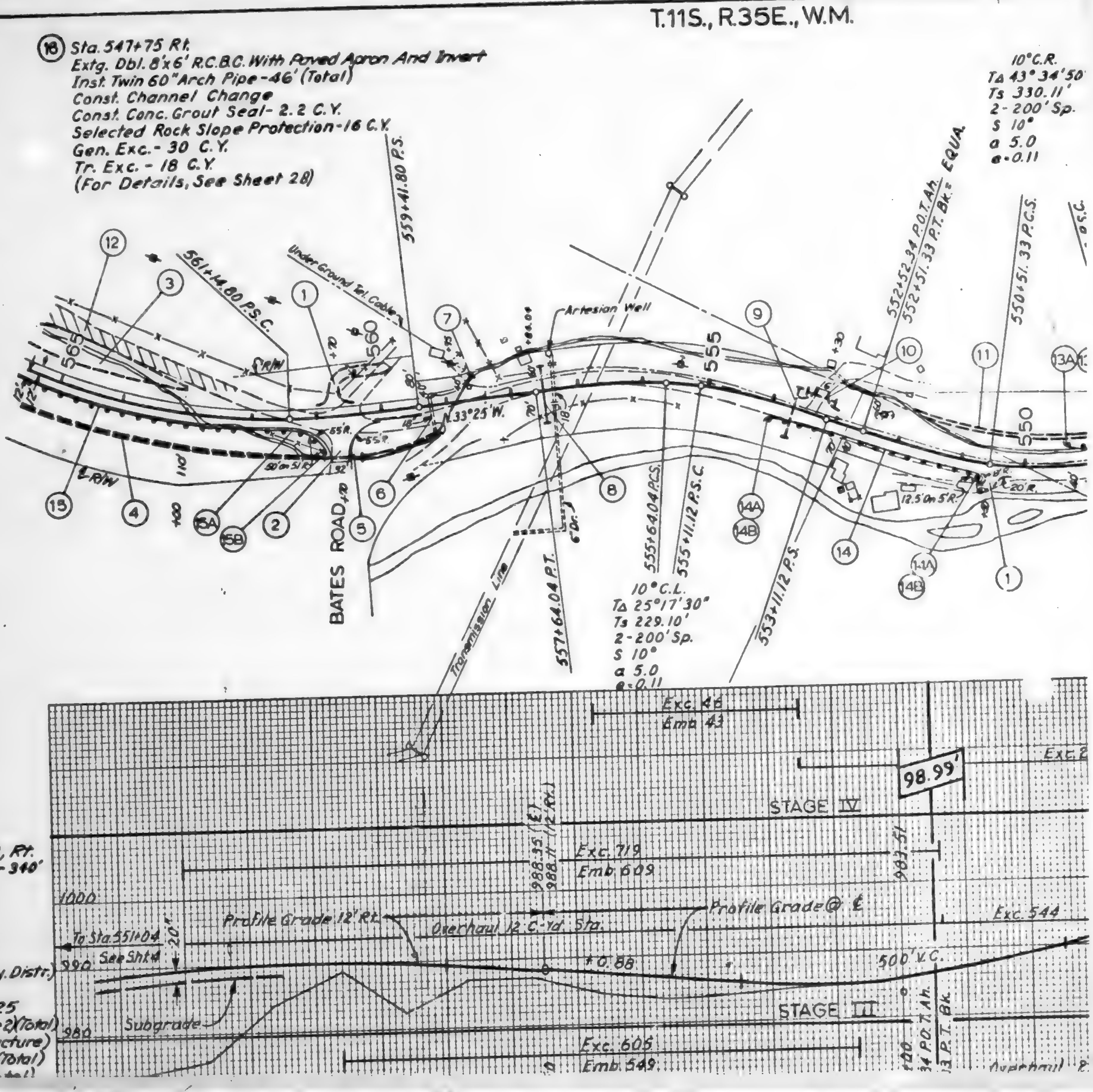
Sta. 553+70
Inst. 18" Culv. Pipe -70'
Under Pvmt. -22'
Tr. Exc. 26 C.Y.

Sta. 553+30, Rt.
Const. Appr.
Inst. 12" Culv. Pipe -46'
Tr. Exc. 2 C.Y.

Sta. 548+20 To Sta. 551+88, Rt.
Inst. 18" Part-Circle Irrig. Pipe -340'
Tr. Exc. 92 C.Y.
Bedding Mat'l. 72 C.Y.

Remove Old Roadway
(Earthwork Incl. In Main Rdwy. Distr.)

Sta. 546+62 To Sta. 549+25
Const. Guard Rail -237.5' (Type 2)(Total)
(Steel Posts Required On Structure)
Const. Guard Rail -200' (Type 2A)(Total)



T.11S., R.35E., W.M.

⑱ Sta. 547+75 Rt.
Extg. Dbl. 8'x6' R.C.B.C. With Paved Apron And Invert
Inst. Twin 60" Arch Pipe -46' (Total)
Const. Channel Change
Const. Conc. Grout Seal - 2.2 C.Y.
Selected Rock Slope Protection -16 C.Y.
Gen. Exc. - 30 C.Y.
Tr. Exc. - 18 C.Y.
(For Details, See Sheet 28)

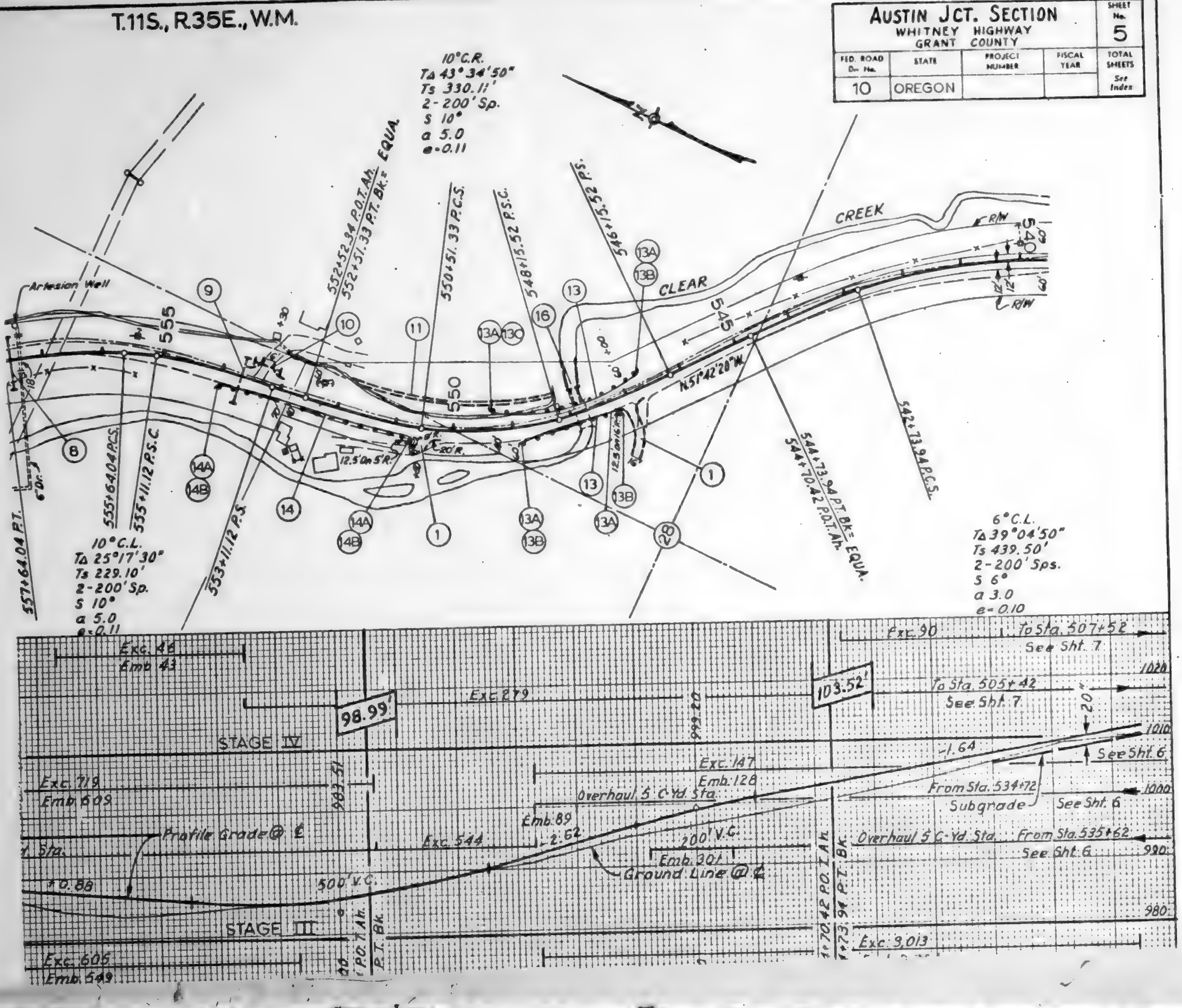
10° C.R.
TΔ 43°34'50"
Ts 330.11'
2-200' Sp.
S 10°
a 5.0
e 0.11

10° C.L.
TΔ 25°17'30"
Ts 229.10'
2-200' Sp.
S 10°
a 5.0
e 0.11

561+14.80 P.S.C.
559+41.80 P.S.
557+64.04 P.T.
555+64.04 P.C.S.
555+11.12 P.S.C.
553+11.12 P.S.
552+52.34 P.O.T. Ah.
552+51.33 P.T. Bk. = EQUA.
550+51.33 P.C.S.
565
560
555
550
BATES ROAD
Under Ground Tel. Cable
Artesian Well
Transmission Line
N.33°25'W.
R/W
110'
12.5' on 5' R.
20' R.
6" Dr.
Exc. 46
Emb. 43
98.99'
STAGE IV
988.35 (℄)
988.11 (12' Rt.)
983.51
Exc. 719
Emb. 609
1000
990
980
Profile Grade 12' Rt.
Profile Grade @ ℄
Overhaul 12 C.-Yd. Sta.
To Sta. 551+04 See Sht. 4
20'
+0.88
500' V.C.
Exc. 544
Subgrade
STAGE III
Exc. 605
Emb. 549
P.O.T. Ah.
P.T. Bk.

T.11S., R.35E., W.M.

AUSTIN JCT. SECTION WHITNEY HIGHWAY GRANT COUNTY				SHEET No. 5
FED. ROAD Dv. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


10° C.R.
T∆ 43°34'50"
Ts 330.11'
2-200' Sp.
S 10°
a 5.0
e-0.11
552+52.34 P.O.T. Ah.
552+51.33 P.T. Bk.= EQUA.
550+51.33 P.C.S.
548+15.52 P.S.C.
546+15.52 P.S.
CREEK
CLEAR
R/W
540
60'
12'
12'
60'
Artesian Well
555
550
545
9
10
11
13A
13C
16
13
13A
13B
+30
+00
N.51°42'20"W.
8
14A
14B
14
14A
14B
1
13A
13B
13
13B
13A
28
1
12.5' on 5'R.
12.5' on 16'R.
20'R.
18'
6" Dr.
557+64.04 P.T.
555+64.04 P.C.S.
555+11.12 P.S.C.
553+11.12 P.S.
544+73.94 P.T. Bk.= EQUA.
544+70.42 P.O.T. Ah.
542+73.94 P.C.S.
10° C.L.
T∆ 25°17'30"
Ts 229.10'
2-200' Sp.
S 10°
a 5.0
e-0.11
6° C.L.
T∆ 39°04'50"
Ts 439.50'
2-200' Sps.
S 6°
a 3.0
e-0.10
Exc. 46
Emb. 43
Exc. 279
98.99'
103.52'
999.20
Exc. 90
To Sta. 507+52
See Sht. 7
To Sta. 505+42
See Sht. 7
1020
20"
1010
-1.64
See Sht. 6
STAGE IV
Exc. 719
Emb. 609
983.51
Exc. 147
Emb. 128
Overhaul 5 C. Yd. Sta.
From Sta. 534+72
Subgrade
See Sht. 6
1000
Profile Grade @ ℄
Sta.
Emb. 89
-2.62
Exc. 544
200' V.C.
Emb. 301
Overhaul 5 C. Yd. Sta.
From Sta. 535+62
See Sht. 6
990
+0.88
500' V.C.
Ground Line @ ℄
STAGE III
P.O.T. Ah.
P.T. Bk.
+70.42 P.O.T. Ah.
+73.94 P.T. Bk.
980
Exc. 605
Emb. 549
Exc. 3,013

9302

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 13, 1981

TO: E.J. Valach, Div. Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90101
Project No. F-92(4)
Powder River & Austin Jct. Sections
Baker & Grant Counties

Attached is data consisting of PR-1 forms with project maps.

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $2,070,000 with an obligation of $1,825,300 in Federal Funds.

CL:bkc
Attachments

cc: W. Schwartz (Region 5)
Lou Olson
General Files ✓

Form 734-3122

9302

1-17-81

L.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-92(4)

STATE PROJECT NO. See below

FROM:
E.J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90101

COUNTY NAME Baker & Grant

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO Moehrig
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 1/17/81	FEDERAL ROUTE NUMBER Primary 92 STATE ROUTE NUMBER Primary 71

GENERAL LOCATION:

Powder River and Austin Junction Section

GENERAL DESCRIPTION OF WORK:

Grade, Drain and Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/13/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $2,070,000 Federal Funds $1,825,300.

DATE 1/17/81	SIGNATURE OF APPROVING OFFICIAL G. K. Hassner	TITLE for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-888

9302

STATE OF OREGON

INTEROFFICE MEMO

LOC ~~Baker~~/Grant Co.

DATE: November 24, 1980

TO: D. H. Moehring
Assistant State Highway Engineer

FROM: W. E. Schwartz
Region 5 Engineer

SUBJECT: Loadometer Site
Austin Junction Section
Whitney Highway
Grant County

The Weighmasters have requested that a permanent, portable, truck weighing site be added to the contract work of subject project. They feel that there is enough truck traffic between John Day-Vale and John Day-Baker to warrant the installation.

We have helped them locate a site which will meet their requirements. The site is located on the John Day Highway, just west of Austin Junction. The site is at M.P. 190.34.

In order to include the work in the project to be funded with Federal-Aid, the project limits at the Austin Junction end should be extended westerly to M.P. 190.26. The programmed amount should be increased by $18,683.

The Weighmasters have told me that they can provide the State match if necessary.

REFERRED TO
Beard
Stoudenmeyer ✓
Cole
Mann AEW
Eriksen
Watson
Hager
Leu
Dorn
Due
[✓ Return] [✓ Discuss] Do File Copy
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
3 Christ[illegible] TDD
2 Olson CCU
Sullivan
Terpin
[illegible]
Wakeling

RECEIVED
NOV 26 1980
ROAD DESIGN SECTION

Action

WES/vt
cc: J. H. Versteeg
R. P. Hamilton

Contains Recycled Materials
81-125-1387

9302 10-1-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	FEDERAL AID PROJECT NO. 92(2) STATE PROJECT NO. See Below

FROM: G.L. Green, Division Administrator	PROGRAM NO. ITEM NO. 90101	COUNTY NAME Grant PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H.S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

10-9
Orig

RECEIVED
STATE HWY ENGR
OCT 9 - '80
REFER TO
Moehring
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 10/1/80	FEDERAL ROUTE NUMBER Primary 92 STATE ROUTE NUMBER Primary 71

GENERAL LOCATION:

Austin Junction Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9/15/80 you are now authorized to proceed with the actual acquisition of file No. 51527 as shown on R/W map 9B-17-17 at a TEC of $1,000 F.F. $881.50. Federal participation is limited to that right of way actually incorporated in the final location.

(No increase in funds required)

DATE 10/1/80	SIGNATURE OF APPROVING OFFICIAL G K	TITLE For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-465

9308

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -92(2)

STATE PROJECT NO. See below

COUNTY NAME Grant

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90101

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 16 '80
REFER TO
[illegible]
FOR
Info | Ans | R/D | Des | Sig | Act | File

9-16

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 9/12/80

FEDERAL ROUTE NUMBER Primary 92

STATE ROUTE NUMBER Primary 71

GENERAL LOCATION:

Austin Junction Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 7/30/80 letter you are now authorized to proceed with all phases of right of way acquisition as shown on R/W map 9B-17-17, Files 51240, 51241, and 51242 at a TEC of $29,000 Federal funds $25,563. Federal participation is limited to that right of way actually incorporated in the final location

DATE 9/12/80

SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

TITLE for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-858

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

September 4, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Oregon Project F-92(2)
Austin Junction Section
Grant County
Ref: HRW-OR

On August 27, 1980, you asked for additional information concerning the possibility of a residential displacement on this project. A right-of-way line has now been established across Forest Service property and the buildings will not be affected. There will be no displacement and a relocation plan is not required.

NOTED
H.S. COULTER

RH:jh
attach.

cc: F. C. Lowe
D. E. Swan w/attach.

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

RECEIVED
STATE HWY ENGR
SEP 5 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-92(2)
Austin Junction Section
Grant County

Date: August 27, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter
State Highway Engineer

Mr. Swan's July 30, 1980, letter requests authorization to proceed with right of way acquisition. It was indicated that relocation assistance consists of payment for moving of personal property.

The right of way plans submitted with Mr. Swan's letter indicate the possibility of a displacement at approximately station 552. This matter has previously been discussed with Mr. Henry of your office and it is our understanding that a determination is being made as to whether or not there is a displacement which would require a relocation plan.

Until the matter is resolved we are withholding authorization to proceed with acquisition of right of way.

G. L. Green

cc:
J. B. Boyd, R/W
F. Lowe, R/W
D.E. Swan, Proj Mgt

RECEIVED
STATE HWY ENGR
AUG 2[illegible] '80
REFER TO
FOR
Info | Inves | R/D | [illegible] | Sign | Act | File

July 30, 1980 PRO 6

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 90101
Project No. F-92(2)
Austin Junction Section
Grant County

Enclosed is data for the subject project.

I hereby request your authorization to proceed with right-of-way acquisition all phases at an estimated total cost of $29,000, with an obligation of $25,563 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed copy of right-of-way map 9B-17-17. Relocation assistance consists of payment for moving of personal property.

A copy of the State Clearinghouse A-95 review conclusions has been forwarded previously.

CL:sr
Enc.

cc: J. Boyd
F. Lowe

9302

Baker Co

DES 16-1

ROAD DESIGN SECTION

July 2, 1980

Robert Hector
Region V Construction Engineer

Norman E. Mann
Design Team Supervisor

Subject: Austin Spur Section
Whitney Highway
Grant County

project name chg - Baker & Grant Counties

Would you have the attached cross-sections reviewed as to the accuracy of the ground line. That portion of the ground line shown dashed was extended by guess and its true location may make a difference in establishing the right-of-way line at these locations.

Attached are prints of cross-sections at Station "P" 64+00 and Station "P" 65+00, and prints of the cross-section notes at these stations.

The right-of-way map is being prepared and descriptions are being written, so please let us know as soon as possible your findings.

NEM:ja

Attachments

ROAD DESIGN SECTION

Action

9302

5/28

ROAD DESIGN SECTION

DES 16-1

May 28, 1980

W. E. Schwartz
Region V Engineer

Attn. Bob Hector

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

From: Duane O. Christensen
Final Design Engineer

Subject: Austin Spur Section
Whitney Highway
Grant County

Attached are prints of the alignment and cross-section through the area involved with Clear Creek.

This latest line adjustment will keep the slopes out of the creek and yet allow development of a 22-foot fall-out area from the finished shoulder.

DOC:ja

Attachment

cc N. E. Mann

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 28 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up /
Action

9302

5

ROAD DESIGN SECTION

DES 16-1

May 5, 1980

W. E. Schwartz
Region V Engineer

A[illegible] Robert Hector

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

From:
Duane O. Christensen
Final Design Engineer

Subject:
Austin Spur Section
John Day Highway
Grant County

Would you review the attached plans and cross-sections for the proposed line change previously discussed with you by telephone. A 10-foot easterly shift is proposed to provide a 22-foot fall-out area from the finish shoulder and continue to maintain a 1:1 cut slope.

This shift will require minimal infringement on Clear Creek with one possible channel change. However, this should be reviewed on the ground as our data on the location of the creek is sketchy.

Please review with local Fish and Wildlife representative and advise us on the design of any channel change necessary (width, slopes, class of riprap if necessary). Also, it should be noted that the excavation quantities will change very little due to this shift in line.

DOC:ja

Attachment

cc Vernal Moore
Fred Yarbrough
Ken Wolfe

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Tr[illegible]
Wakerlig

RECEIVED
MAY 05 1980
ROAD DESIGN
SECTION

file
Do Not File
Return To
Bring Up
Action

9302

5

ROAD DESIGN SECTION

DES 16-1

April 18, 1980

W. E. Schwartz
Region V Engineer

Attn. Robert Hector

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

From: Duane O. Christensen
Final Design Engineer

Subject: Austin Spur Section
John Day Highway
Grant County

There is some concern regarding the 1:1 cut slopes proposed on the above project left of Station "P" 23+50 to "P" 29+50 and left of "P" 32+50 to "P" 34+50. This concern has to do with the stability of the slope and possible fall-out. The possible alternatives to correct this would be to flatten the slope to 1-1/2:1 or flatter or to shift the alignment.

Also, there is the same concern for the 1:1 slope above the proposed relocated irrigation ditch right of Station "P" 49+50 to "P" 53+50. A 1-1/2:1 slope here might help to promote vegetative growth for slope stabilization to prevent fall-out into the irrigation ditch.

Would you review the above items and give us your recommendations? Also, would you see that Vern Moore receives copies of the attachments listed below? Fred Yarbrough is going to contact him regarding these items.

Enclosed are the following:

1 copy	1"=500' Aerial Photo
1 copy	1"-100' Detail Map
4 sheets	Plotted Cross-Section (1/2 Scale)
1 sheet	Cross-Section at the Irrigation Ditch

DOC:ja

Enc.
cc Vern Moore
Fred Yarbrough
Ken Wolfe

1 Versteeg /
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 21 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

9302

DEPARTMENT FISH AND WILDLIFE

MEMORANDUM

DATE: April 6, 1981

TO: Brent Forsberg

FROM: Errol Claire

SUBJECT: Culvert Extension - Austin Junc.

Since Clear Creek is an important steelhead spawning stream and a few spring chinook spawn and rear in the lower reaches, we must assure protection for this resource. The following shall apply:

1. The installation must meet fish passage criteria for adult and juvenile steelhead and juvenile chinook.
2. I recommend State Highway install a single open bottom culvert or bridge rather than twin culverts.
3. Due to steelhead & chinook migration and spawning, no work shall be done in the stream before July 1 or after August 25. Siltation after Aug. 25 would damage chinook redds in the Middle Fork. This gives the contractor a mandatory work period of July 1 to August 25.
4. All structure approaches must be riprapped.
5. No oil or fuel residues shall be allowed to enter Clear Creek.
6. This project must be coordinated with the local District Fish Biologist.
7. No unnecessary channel changes or alterations shall be allowed in Clear Creek.

Please pass this info. on to Don Trout.

db

Versteeg
Anderson
Christensen
Olson
WLR copy Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 30 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring to
Action

1981 N.C.L.-Main St. (Rogue R.) 9303
Sec. of FAS A368 (N. Pine St.)
(Grad., pav., sign. & signal)

C+A 6932 4-20-79
7008 6-25-79
7008 3-31-80

PE auth 12/28/78 - includes R/W auth - No PE Advance request - Collect with Construction

Const. auth 5/29/79

PE - 515 967 - 30 000 [illegible] } AD Dep - 5040 AV 885

R/W - 315-12134 - [illegible]

3 [illegible]

515-162 [illegible]

PE [illegible]

[illegible]

9303 N

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division - Region 3

440-3399

DATE: December 9, 1985

TO: W. E. Schwartz
Asst. St. Highway Engineer

FROM: James J. Gix
Region Engineer

SUBJECT: NCL-Main Street, City of Rogue River
Jackson County
Time Payment Plan

The Public Works Director in Jackson County has agreed that Jackson County will cover the approximate $10,000. final payment required to final out this project. Most of the money involved comes from non-participating Federal Aid items that were neither understood nor budgeted.

Due to budget restraints in Jackson County, the County has respectfully requested that they be allowed to make final payment in June 1986. With your approval, please advise Mr. Skoog to set this statement up on this basis.

jjg/ba

cc: L. Rulien
G. Potter
V. E. Skoog
J. Strahl, Jackson Co.

Approval –
[illegible] E. Schwartz

RECEIVED
STATE HWY ENGR
DEC 11 '85
REFER TO Skoog
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

OMO

cy - Gix
12/11

1-125-1387

JACKSON COUNTY, OREGON
200 ANTELOPE RD. • WHITE CITY, OREGON 97503

DEPARTMENT OF PUBLIC WORKS
JOSEPH L. STRAHL, DIRECTOR
(503) 826-3122

December 6, 1985

Oregon Department of Transportation
Highway Division
PO Box 1128
Roseburg, Oregon

Attn: Jim Gix - Region Engineer

Re: Final Settlement on RS-A368
No. City Limits - Main St.
(Rogue River)

Dear Jim,

Pursuant to our conversation this date I would like to formally request that Jackson County be permitted to defer paying the final settlement amount for subject project.

As you are aware, this billing was a surprise, coming more than two years after completion of construction, and no monies have been budgeted. It would now be very difficult at this stage of the budget year to lay hands on the sum we are being billed for.

Our request therefore is to budget the sum of $9,918.28 for our 1986-87 budget year. Payment could be made shortly after July 1, 1986.

Please do what you can to accomodate our request. Your efforts are appreciated.

Sincerely,

Joseph L. Strahl
Director of Public Works

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO
FOR
Info Inves R/W

NOTED
W. E. SCHWARTZ

WJG/sja
cc: Vernon E. Skoog
Gerry Douglas
Peggy Pitts

1985

CC: W. E. Schwartz

Sent 12-13 B&L

cc: Gary Zehner
12-13-85 B&L

HIGHWAY DIVISION INVOICE

141465

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
4/1/85		CA 4075

NEW

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
JACKSOC						
		325	00			9,918.28
	515-1025	296	00	000		9,918.28
	515-1025	297	00	000		(9,918.28)

- JACKSON COUNTY
- COURTHOUSE
- MEDFORD OR 97501

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON RS-A368 (1,2,3) NORTH CITY LIMITS-MAIN ST.(ROGUE RIVER), AGREEMENT #6932 AND 7008.	
TOTAL PROJECT COST	560,682.72
LESS: FHWA PARTICIPATION	(485,204.12)
LESS: ADVANCE DEPOSIT	(32,840.00)
LESS: STATE SHARE OF CONSTRUCTION ENGINEERING (NON-PART.)	(200.97)
LESS: STATE SHARE OF COST	(32,519.35)
	9,918.28

FOLD

PLEASE REMIT

1140

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

MIKE SHULTZ PH: 378-6514 FOR CORRECTNESS OF CHARGES
OR DIANE GALIDA PH: 378-5035 PREPARER OF INVOICE

150 (7-81)

NOV 1985
RECEIVED
JACKSON COUNTY
PUBLIC WORKS

9303

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

Mr. Joseph Strahl, Director
Jackson County Public Works
200 Antelope road
White City, Oregon 97503

November 6, 1985

In Reply Refer to
File No.:

Dear Mr. Strahl:

Re: NCL-Main Street (Rogue River)
FAP No. RS-A368(3)
Contract No. 9303

I have petitioned the Construction Section to request a waiver on the non-participating liquidated damages that came about as a result of time extensions on this contract. Their decision is not to request waivers since the time extensions came about as a result of the City of Rogue River utilities that required relocation during the life of the project.

Since the project was built for Rogue River, the Construction Section feels that the City should take responsibility for these added costs. In view of the fact that Jackson County used the Federal Aid allocation and matching funds on this project, this leaves you in a position of having to seek redress through the City of Rogue River.

I appreciate that this project has caused concern in Jackson County regarding cost overruns. I must admit that I have no recourse to reduce the effect of the State's final billing.

Cordially,

Original Signed by James J. Gix

JAMES J. GIX
Region Engineer

jjg/ba

Attach.

cc: W. E. Schwartz ✓
C. O. Fredrickson
R. Busey

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 7 '85
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

STATE OF OREGON

Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: James J. Gix
Region 3 Engineer

DATE: October 28, 1985

FROM: C. O. Fredrickson
C. O. Fredrickson
Construction Engineer

SUBJECT: NCL-Main Street (Rogue River)
FAP No. RS-A368(3)
Contract No. 9303

Your letter of October 22 requested that we look into the possibility of getting FHWA to waive their non-participation in $2,153.40 of liquidated damages under a time extension granted.

We have performed an extensive review of the Contract Accounting records and find that, although difficult to follow, they are essentially correct. The $2,153.40 mentioned in your letter as being phantom cost is in fact money that the Division has actually paid to the contractor as a partial return of liquidated damages resulting from a time extension granted after the on-site work was completed. FHWA did not participate either in this time extension or in the resultant $5,000.00 claim settlement since they both resulted from utility delays caused by the City of Rogue River. We do not think that it is appropriate to request FHWA to waive their non-participation in liquidated damages when a local governmental agency caused a delay in contract completion. It would create a precedent that would be untenable.

COF:OBJ:mk

10255M

[illegible] 1985

9303

N

STATE OF OREGON — INTEROFFICE MEMO

Highway Division - Region 3

440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: October 22, 1985

FROM: James J. Gix
Region Engineer

Original Signed by James J. Gix

SUBJECT: NCL - Main St. (Rogue River)
Fed. Aid Proj. No. RS-A368(3)
Contract No. 9303

We have been in contact with Jackson County Department of Public Works regarding final billing and overruns of costs on the subject contract. The problem stems from work that was determined to be non-participating by the FHA as a result of a final claim settlement in the amount of $5,000.00. The Accounting Section has elected to backcharge the County an amount of $2,153.40. I will try to explain the logic involved.

The time extension the State granted to the contractor was considered non-participating. Therefore, the contract should have been credited for payment of the $2,153.40 amount charged to the County. In fact, the County did not see the money; the State did not see the money; it amounts to a phantom cost which is being backcharged to the Jackson County project.

In discussions with Area Manager, Wally Bryant, he advises that normally the FHA will waive the backcharges for collection of liquidated damages considered to be non-participating.

I respectfully request that you pursue obtaining such a waiver from the FHA and advise results of such an effort. The County is holding up final payment until a determination is made regarding this waiver.

jjg/ba

cc: W. E. Schwartz
J. Strahl, Jackson Co.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 23 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

#9

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

NOTED
W. E. SCHWARTZ

October 15, 1985

In Reply Refer to
File No.:

Mr. Joseph Strahl
Jackson County Public Works Dir.
200 Antelope Road
White City, Oregon 97503

Dear Mr. Strahl:

Re: Final Settlement, NCL-Main Street
City of Rogue River, Jackson County

This letter will confirm our meetings and discussions regarding the cost overruns to Jackson County on this project.

The significant cost overruns came about because the FHA refused to participate in certain extra work and price agreements associated with a claim settlement. The essential problem came from the need to adjust utilities, primarily those which are operated and owned by the City of Rogue River. This is normally a non-participating item with the FHA.

In clear conscience I can say that the State Highway Division represented Jackson County in a professionally competent manner in the administration of the contract. A sound usable product was the end product and the non-participating items are not uncommon for a project where the roadway is entirely rebuilt.

Your approval of the final settlement with the State is recommended.

Cordially,

Original Signed by James J. Gix
JAMES J. GIX
Region Engineer

jjg/ba

cc: W. E. Schwartz ✓
C. Fredrickson
R. Busey

RECEIVED
STATE HWY ENGR
OCT 17 '85
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-1829

9303

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

June 17, 1985

Joseph Strahl
Director of Public Works
200 antelope Road
White City OR 97503

In Reply Refer to
File No.:

Ref: Federal Aid Project
No. RS-A368(3)
Contract No. 9303

Dear Mr. Strahl:

As we discussed at our recent meeting regarding the final billing for this project, I am attaching additional information for your use in justifying this payment. I have a letter of October 18, 1983 outlining the Project Manager's detailing of the values of the claim settlement as well as Mr. J. X. Wilson's letter of October 7 on the same subject.

I have also included a copy of Extra Work Order No. 2 which was set up to relocate irrigation lines and individual connections. Our original estimate for this work, as you can see, is somewhat less than the $900 final total. The decision was made to do this work as extra work since no provision had been made for this in the contract and it was part of our right-of-way obligations. ✓

We have written to the Program Section to ask for a waiver on the portion of the time extension back charge and will also request a ruling on state participation should this waiver fail. As soon as the above information is available, we will contact you and advise you of the amount of the corrected billing. ✓

Cordially,

ORIGINAL SIGNED BY JAMES J. GIX

JAMES J. GIX, P.E.
Region Engineer

Gettis
826-3122

ASKED Jack to Check
ON THIS LETTER WE NEVER
RECEIVED
JMKS 10-12-85

jjg/cw
Attach.

cc Gary Potter ✓
Ron Busey

PROGRAM SECTION
MANAGER ✓ RESOURCE UNIT
FA UNIT ✓ PROGRAM UNIT
JUN 18 1985
REFER TO Harwell-Shultz
R/D ACT REPLY
DISC ✓ INFO FILE

Form 734-1829

9303

April 25, 1985

PRO

Bill Gaddis
Jackson County Engineer
200 Antelope Road
White City, OR 97503

Dear Mr. Gaddis:

SUBJECT: North City Limits-Main St. (Rogue River)
Project No. RS-A368(1,2,3)
Jackson County

In answer to your questions on the nonparticipating cost for construction engineering on the subject project, we are enclosing a copy of Price Agreement No. 8, and additional information related to the contractor's claim.

As Mr. Kleinschmit states in his cover letter, the majority of nonparticipating costs ($8,459.88) are related to utility conflicts and work interruptions.

Price Agreement #8	$5,000.00
Cost of Relocation of Utilities	904.54
Liquidated Damages (Time Extension)	2,153.40 ✓
Additional Engineering Cost	401.94
Cost Attributed to Conflicts with Utilities	$8,459.88

The remaining $1,885.00 payed to the contractor was for installation of mailbox post in which Federal Highway will not participate.

As per our agreement, the State pays 50% of nonparticipating engineering cost or $200.97 (See Page 2 of Itemized Statement).

If we can be of any further assistance, please contact us.

Very truly yours,

Gary A. Potter, Manager
Program Section

MKS:pf
Attachment

bcc: J. J. Gix, Region 3
Jack Ayres, Region 3
Vern Skoog

9303

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6318 FILE: CON 5

TO: Mike Schultz
Program Section

DATE: April 19, 1985

FROM: Ron Kleinschmit
Contract Claims Coordinator

SUBJECT: NCL-Main Street (Rogue River)
Contract No. 9303
Jackson County

Per your request, we have again reviewed Price Agreement #8, settlement of final claims on the above subject project.

The contract claims for additional costs and also delays in the work included in the settlement are solely attributed to utility conflicts and related work interruptions. Since utility relocation and placement was the responsibility of the owner, the city, the contract settlement costs are not reimbursable by state or federal funds. Therefore, participation has been denied and the costs back charged.

RK:mk

Attach.

cc: O. B. Jackmond
Jack Ayres, Region 3

04197M

PROGRAM SECTION
MANAGER ------ RESOURCE UNIT ------
FA UNIT ------ PROGRAM UNIT ------
APR [illegible] 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

Contains Recycled Materials

9363

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
141465	4/1/85		CA 4075

NEW

CODE: JACKSOC

- JACKSON COUNTY
- COURTHOUSE
- MEDFORD OR 97501

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	325	00			9,918.28
515-1025	296	00	000		9,918.28
515-1025	297	00	000		(9,918.28)

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON RS-A368 (1,2,3) NORTH CITY LIMITS-MAIN ST.(ROGUE RIVER), AGREEMENT #6932 AND 7008.	
TOTAL PROJECT COST	560,682.72
LESS: FHWA PARTICIPATION	(485,204.12)
LESS: ADVANCE DEPOSIT	(32,840.00)
LESS: STATE SHARE OF CONSTRUCTION ENGINEERING (NON-PART.)	(200.97)
LESS: STATE SHARE OF COST	(32,519.35)
	9,918.28

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
APR 01 1985
REFER TO ____________
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

MIKE SHULTZ PH: 378-6514 FOR CORRECTNESS OF CHARGES
OR DIANE GALIDA PH: 378-5035 PREPARER OF INVOICE

734-1150 (7-81)

FOLD

7363

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 2/23/85

COUNTY: JACKSON AGREEMENT NO: 6932 7008 PROJECT NO: RS-A368(1,2,3)

CONTRACT NO: 9303 SECTION: N.C.L.-Main Street (Rogue River) Pine Street

PRELIMINARY ENGINEERING (PREFIX 515-1967):

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 19,043.64	$ 83.25
Final Design	5,892.74	
Preliminary Design	324.25	
R/W Descriptions	4,749.03	
Region Geology	873.78	11.77
Traffic Section	1,272.39	
R/W Liaison	1,903.08	
Region Utility Liaison	694.13	
Program Section	28.34	
Specifications	2,094.93	
Administrative Services	55.40	
Environmental Section	2,573.49	
Training	360.42	
Public Hearing Charges	447.05	
TOTAL P.E. COST	$ 40,312.67	$ 95.02

RIGHT OF WAY (PREFIX 315-2524):

	PARTICIPATING	NONPARTICIPATING
Net Cost of Land Purchased	$ 12,130.00	
Est. Value of Buildings	215.00	
Est. Value of Trees, Shrubs	4,847.00	
Severance & Consequential Damages	3,348.00	
Appraisals, Witness Fees, Title Cost	8,340.41	
Recording Fees	671.23	
Taxes	3.29	
Negotiation Expense	4,957.78	
Legal	12.27	
Program Section	95.39	
R/W Office Expense	1,450.16	
Training	179.14	
TOTAL R/W COST	$ 36,249.67	$ - 0 -

5000
904.54
1885.00 mail

.18

CONSTRUCTION (PREFIX 515-1025):

	PARTICIPATING	NONPARTICIPATING
Payment to Contractor	$426,812.36	$ 7,789.54
Credit for Liquidated Damages	(5,378.40)	2,153.40
Work Performed by State	1,777.28	
Engineering Expense	47,257.64	401.94
Program Section	33.79	
Materials Lab	1,890.40	
Technical Services	428.76	
Construction Branch	767.58	
General Const. Eng. (Accounting	91.07	
TOTAL CONSTRUCTION COST	$473,680.48	$10,344.88

904.54
5000.00

18.85

SUMMARY:

Partcipating P.E. Cost	$ 40,312.67
Participating R/W Cost	36,249.67
Participating Const. Cost	473,680.48
TOTAL PROJECT PARTICIPATING COST	$550,242.82

FEDERAL FUNDS:

P.E. (88.18%)	$ 35,547.71	
R/W (88.18%)	31,964.96	
Const.(88.18%)	417,691.45	(485,204.12)
SUBTOTAL		$ 65,038.70
State Share 1/2 of Subtotal		(32,519.35)
Minus 1/2 Nonparticipating Const. Eng.		(200.97)
Plus Nonparticipating County Cost		10,439.90
Less County's Advance Deposits		
P.E. AD #885	$ 5,040.00	
Const. AD #907	27,800.00	(32,840.00)

BALANCE DUE FROM COUNTY $ 9,918.28

MKS:pf

9303

5

December 7, 1983

Employers Insurance of Wausau
9400 SW Beaverton Hwy., Suite 300
Beaverton, OR 97005

CON 5
#9303

Gentlemen or Ladies:

A post-final payment for $5,000 will be made to F. Kelly Somers Const. Co. & F. L. Somers Co., Inc., JV on Contract No. 9303 for work on the N.C.L.-Main Street (Rogue River) Section of the FAS A368 (N. Pine St.) in Jackson County as soon as the warrant is prepared.

The total amount paid on this contract will be $431,376.90 including the post-final payment. Of the total $2,091.44 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: F. Kelly Somers Const. Co. &
F. L. Somers Co., Inc., JV
PO Box 724
Carson, WA 98610

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. T. Keasey
Walt Hart
James J. Gix

515-1025

ORIGINAL 1303

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

[illegible]

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. RS-A368(3)
PROGRAM APPROVED	VOUCHER PERIOD From: 5-6-81 To: 5-3-83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
484,025.36 $478,841.49	$473,680.48	88.18%	$417,691.45	$417,691.45	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer*

8/26/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	N.C.L.-Main St. (Rogue River) Pine Street Rogue River Jackson County					
	Construction Type Code 6201 Roadway (Sta. 91+00 To Sta. 117+00)					
	Final Contract Payment Summary	Lump	Sum		$402,139.86	
SFO	#1 Permanent Pavement Striping (State)	All	Required		1,777.28	
	Total Participating Construction				$403,917.14	
	Type Code Y002 Signing					
	Final Contract Payment Summary	Lump	Sum		24,672.50	
	Total Participating Construction Cost				$428,589.64	
	Construction Engineering					
	State	All	Required		50,469.24	
	Liquidated Damages	Lump	Sum		(5,378.40)	
	Total Participating Construction Engineering				$ 45,090.84	
	Type Code 6201 $42,475.57 Type Code Y002 2,615.27					
	Total Participating Project Cost				$473,680.48	
	AMOUNT CARRIED FORWARD					

B01
BILLING NUMBER 26

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

01/03/85

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
503-1051	1	RRP -9473-001 APPR-139	201,024.00	56,470.66	56,470.66	90.00	50,823.59	50,823.59	-	
504-1037	1#	RS -A736-001 APPR-075	26,037.26	30,609.81	29,527.40	88.18	26,037.26	26,037.26		
504-1038	1#	RS -A737-002 APPR-075	272,718.85	309,412.25	309,275.18	88.18	272,718.85	272,718.85		
505-1004	1#	BHS -A752-002 APPR-118	129,287.71	169,255.98	161,609.64	80.00	129,287.71	129,287.71		
505-1006	1	RRP -A747-001 APPR-139	51,772.00	3,605.10	3,605.10	90.00	3,244.59	3,244.59		
505-1007	1	RS -A744-001 APPR-075	173,138.00	200,112.74	200,112.74	88.15	176,399.38	173,138.00	3,261.38 A	
505-1009	1	BRS -A745-002 APPR-114	142,164.00	82,665.71	82,665.71	80.00	66,132.57	59,994.38		6,138.19
505-1011	1	BRS -A745-002 APPR-114				80.00				
505-1093	1#	RS -A756-001 APPR-075	555,447.09	649,392.93	647,600.67	85.77	555,447.09	555,447.09		
505-1098	1#	BRS -A743-001 APPR-118	129,168.82	167,549.54	161,461.02	80.00	129,168.82	129,168.82		
506-1084	1	RS -A426-002 APPR-075	168,935.00	180,929.45	180,929.45	88.15	159,489.31	159,489.31		
506-1091	1	HES -A431-001 APPR-141	319,950.00	1,288.96	1,288.96	90.00	1,160.06	1,160.06		
508-1063	1#	RS -A301-003 APPR-075	290,715.26	329,989.82	329,683.90	88.18	290,715.26	290,715.26		
509-1033	1	RS -B345-003 APPR-075	345,375.00	351,579.47	351,482.00	88.15	309,831.38	309,831.38		
	9			364,749.42						
509-1033		PREFIX TOTALS	345,375.00	716,328.89	351,482.00		309,831.38	309,831.38		
509-1039	1	BRS -B683-002 APPR-118	136,784.00	619.89	619.89	80.00	495.91	495.91		
510-1012	1	BRS -A409-003 APPR-118	598,166.00	747,965.41	747,575.24	80.00	598,060.19	598,060.19		
510-1022	1	RS -A409-006 APPR-075	157,569.00	176,673.57	176,667.52	88.15	155,732.42	155,732.42		
510-1024	1	RS -A409-005 APPR-075	325,424.00	364,767.71	364,731.22	88.15	321,510.57	321,510.57		
510-1025	1	RS -A390-001 APPR-075	507,744.00	574,828.31	574,730.98	88.15	506,625.36	506,625.36		
513-1065	1#	BRS -B475-001 APPR-114	71,650.16	92,136.81	89,562.70	80.00	71,650.16	71,650.16		
513-1068	1	RS -B474-001 APPR-075		479.15	479.15	81.83	392.09		392.09 A	
515-1025	1#	RS -A368-003 APPR-075	367,112.76	426,624.97	416,322.02	88.18	367,112.76	367,112.76		
	8#	RS -A368-003 APPR-075	50,578.69	57,400.39	57,358.46	88.18	50,578.69	50,578.69		
515-1025		PREFIX TOTALS	417,691.45	484,025.36	473,680.48		417,691.45	417,691.45		

```
                                        ** JOB TOTALS **                    **              **      479.15  **

NCL-MAIN ST(ROGUE RIVER)      CONT NO 9303 * FA PROJ NOS RS  A368003  89                                RS  A368003  11 STATE
                                  515    1025      201       00 P 1                                     374,988.91      81     83
                                  515    1025      201       00 P 8                                      51,823.45      81     83
                                  515    1025      201       00 N 1                                       7,789.54      82     84
                                  515    1025      203       00 P 1                                       5,378.40CR    82     83
                                  515    1025      203       00 N 1                                       2,153.40      83     83
                                  515    1025      208       00 N 1                                          35.73CR    83     83
                                  515    1025      208       00 N 8                                           4.42CR    83     83
                                  515    1025      270       01 P 1                                       1,777.28      82     83
```

(time Extention)

# 2175.
5000
840
1185

Time Extention utility location
CLAMS setelment
IRRIGATION LINE Relocation
MAIL BOX

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                NOVEMBER 1984          PAGE  381

                                                                              FISCAL         GRAND TOTAL     ACTIVE YRS
       DESCRIPTION                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE      TO DATE        BEG    END
                                  515    1025      296       00 N 9                                     445,411.60CR    81     83
                                  515    1025      297       00 N 9                                      27,720.15      81     82
                                  515    1025      298       00 N 9                                     417,691.45      81     83
                                  515    1025      900       00 P 1                                      42,064.52      81     84
                                  515    1025      900       00 P 8                                       5,193.12      81     84
                                  515    1025      900       00 N 1                                         358.43      82     84
                                  515    1025      900       00 N 8                                          43.51      82     84
                                  515    1025      920       00 P 1                                          30.07      81     83
                                  515    1025      920       00 P 8                                           3.72      81     82
                                  515    1025      928       00 N 1                                          37.31      82     83
                                  515    1025      928       00 N 8                                           2.84      82     83
                                  515    1025      940       00 P 1                                       1,652.77      81     82
                                  515    1025      940       00 P 8                                         202.73      81     82
                                  515    1025      941       00 P 1                                           1.64      81     82
                                  515    1025      941       00 P 8                                            .21      81     82
                                  515    1025      942       00 P 1                                          29.42      81     82
                                  515    1025      942       00 P 8                                           3.63      81     82
                                  515    1025      944       00 P 1                                         381.60      81     83
                                  515    1025      944       00 P 8                                          47.16      81     83
                                  515    1025      945       00 P 1                                         683.14      81     83
                                  515    1025      945       00 P 8                                          84.44      81     83
                                  515    1025      948       00 P 1                                          91.07      81     83
                                                   TOT          P1                                      416,322.02
                                                   TOT          P8                                       57,358.46
                                                   TOT          N1                                       10,302.95
                                                   TOT          N8                                           41.93
                                        ** JOB TOTALS **                    **              **      484,025.36  **

                                                                                                                   STATE
AGATE RD-AVE G(WHITE CTY)     CONT NO          FA PROJ NOS HES A361002 100            179.55CR          212.33CR    83     84
                                  515    1035      296       00 N 9                   179.55            212.33      83     84
                                  515    1035      298       00 N 9                   199.50            199.50      84     84
                                  515    1035      900       02 P 1                                      36.42      83     83
                                  515    1035      920       00 P 1
                                                   TOT          P1                    199.50            235.92
```

4-26-83

9303

STATE COPY

U.S. DEP. MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9303

REGION NO. 10	REPORT NO.	COUNTY Jackson	DIVISION Oregon
DATE OF REPORT April 26, 1983	REPORT MADE BY David J. Stitz		PROJECT NO. RS-A368(3)
COMPLETION DATE June 18, 1982	ACCEPTANCE DATE BY CONTRACT AGENCY January 18, 1983	TIME ELAPSED 113 %	CONTRACT TIME 187 CD
APPROVED EXTENSIONS April 13, 1982	LOCATION N. City Limits-Main St. Section of FAS A368 (Pine St.) in the City of Rogue River.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
MAY '83
REFER TO
FOR
Inves
R/D
D/R
Sign
Act
File

NOTED
W. E. SCHWARTZ

1. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

   a) Construction of cement treated base (treated in place) and asphalt concrete pavement.
   b) Construction of concrete curbs, walks and driveways.
   c) Construction of a storm sewer system.
   d) Installation of signs and a traffic signal.
   e) Performance of such additional and incidental work as is called for by the specifications and plans.

2. CONTRACTOR'S NAME: F. Kelly Somes Construction Co. & F. L. Somers Co., Inc. JV

3: CONTRACT AMOUNT: $405,887.20

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE (SHD OFFICIAL)

TITLE Construction Engineer

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE H M Bryant		SIGNATURE Original Signed By G. K. HOSSNER [illegible]	
TITLE Area Engr.	DATE 4-29-83	TITLE	DATE 5/3/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9303 CL 83-42

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED

CON 5
#9303 IN REPLY REFER TO FILE NO.

RECEIVED

March 28, 1983

Rogue River Paving
P.O. Box 1386
Medford, OR 97501

Attention: Richard E. Wright
Vice President

Gentlemen:

This will acknowledge your Notice of Claim letter dated March 14, 1983, to the Secretary of State concerning the following Highway Division contract:

FILED BY: Rogue River Paving Co., Inc.

5-13-83 Bk

AMOUNT: $8,311.06 plus $865.03 service charges

FOR: Material

AGAINST (Prime Contractor) F. Kelly Somers Construction Co. and F. L. Somers Co., Inc.

CONTRACT NO.: 9303

PROJECT: N.C.L.-Main St. (Rogue River) Section, FAS A368 (N. Pine St.) Jackson County

SURETY: Employers Ins. of Wausau

We note that you have advised the contractor and the surety of this claim.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc F. Kelly Somers Const. Co.
& F. L. Somers Co., Inc.
P.O. Box 724
Carson, WA 98610

Employers Insurance of
Wausau
9400 Beaverton Hwy., Suite 300
Beaverton, OR 97005

bc Secretary of State - Please advise us of your filing date and number of the attached claim on the enclosed copy of this letter. Claim filed directly by Rogue River Paving.

ROGUE RIVER
PAVING

March 14, 1983

Secretary of State
Capitol Building
Salem, Oregon 97301

To Oregon State Department of Transportation Highway Division

Notice hereby is given that the undersigned, Rogue River Paving Co., Inc., has a claim for Asphaltic Concrete Paving in the sum of Eight Thousand Three Hundred Eleven Dollars and Six Cents ($8,311.06) plus Eight Hundred Sixty-five Dollars and Three Cents ($865.03) service charge against the bond taken from Employers of Wausau by F. Kelly Somers Const. Co. and F. L. Somers Co., Inc. Joint Venture for the work of grading, paving, signing and signals on Oregon State Highway Department Contract #9303, Section N.C.L. - Main Street (Rogue River), Highway FAS A368 (Pine Street).

ROGUE RIVER PAVING CO., INC.

by: Richard E. Wright
Richard E. Wright
Vice President

RECEIVED
MAR 16 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REW/ac

cc: F. Kelly Somers
F. L. Somers
Employers of Wausau
Oregon State Highway Dept., Robert Gormsen, Salem, OR
Oregon State Highway Dept., William Maude, Medford, OR
William Purdy, Foster & Purdy, Attorneys at Law, Medford, OR

CERTIFIED # P222 626 930

ROGUE RIVER PAVING CO., INC
P.O. BOX 1386 MEDFORD, OREGON 97501 (503) 779-2435

9303

files

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS
ROBERT S. BANKS, JR.

TELEPHONE 223-1107
AREA CODE 503

LEO LEVENSON
OF COUNSEL
1903-1981

March 14, 1983

Richard E. Wright
Vice President
Rogue River Paving Co., Inc.
PO Box 1386
Medford, Oregon 97501

Re: Oregon State OSHD Contract No. 9303
Section M.C.L. Main Street, Rogue River, Oregon

Dear Mr. Wright:

This office has been requested by F. Kelly Somers Construction Company to respond to your letter dated March 1, 1983. Please be advised that according to our records, you have been paid in full for all work performed in connection with the above contract.

We have recently received final payment from the Oregon State Highway Department in connection with the above job. Please be advised that as a result of your performance under your subcontract, the State has deducted liquidated damages from our final payment. In addition, we were required to expend additional labor, equipment and supplies for work that was your responsibility under your subcontract.

Accordingly, we enclose a statement for back-charges in the sum of $3,450.40. We would appreciate your payment on the invoice promptly.

If you have any questions, please do not hesitate to call.

Very truly yours,

KOBIN & MEYER, P.C.

Jan D. Sokol

RECEIVED
MAR 16 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Enclosure

cc: Employers Insurance of Wausau, 2000 Westwood Drive, Wausau, Wisconsin 54401 *no response*

Employers Insurance of Wausau, 9400 SW Beaverton Hwy., Suite 300, Beaverton, Oregon 97005 *rec. fran*

(continued on p. 2)

cc:

Robert W. Gormsen, Dept. of Transportation, Salem, Oregon
William Maude, State Highway Division, Medford, Oregon
Thomas D. Melum, Esq.

RECEIVED
MAR 1 6 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

F. Kelly Somers Construction Co.
P.O. Box 560
Carson, Washington 98610
(509) 427-4782

March 11,1983

Rogue River Paving
P.O. Box 1386
Medford,Or. 97501

Re; Back Charges
OSHD Contract 9303
Section N.C.L. Main St.
Rogue River, Or.

RECEIVED
MAR 16 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Dear Richard,

The following charges we have assessed from your Company for work we performed for you and for Liquidated damages caused by your delay in completing the work as outlined in your sub-contract.

Dec. 23,1981

16½ Hrs. Labor @ 18.16	299.64
5½ Hr. Wacker @ 10.00	55.00
7½ Hr. Flat bed truck @ 13.67	102.53
15.97 Ton Mix @ 22.50	357.98

Liquidated damages

12/21/81 to 12/24/81	4 days @ 150.00	600.00
12/28/81 to 12/31/81	4 days @ 150.00	600.00
1/4/82 to 1/7/82	4 days @ 150.00	600.00
6/15/82 to 6/18/82	3 days @ 150.00	450.00

Remove cold patch at Pine St.

Laborer 8 Hrs. @ 18.16	145.28
Compressor & Jackhammer 8 Hrs. @ 10.00	80.00
Dump Truck & Driver 2Hrs. @ 45.00	90.00
"W" Const. Hoe & Operator 2 Hrs. @ 35.00	70.00

Total Due $3,450.40

9303

files

ROGUE RIVER
PAVING

March 1, 1983

F. Kelly Somers Construction Co.
P. O. Box 560
Carson, Washington 98610

Re: OSHD Contract #9303,
Section N.C.L. Main St., Rogue River, Oregon
Balance due = $9,176.09

Dear Kelly:

This letter is written to inform you that if the balance of this account is not paid in full on or before March 14, 1983, that a claim will be made against the bond on the referenced project.

Does he want us to file a claim? R.

claim filed 3/14/83 - see separate claim letter from

Very truly yours,

ROGUE RIVER PAVING CO., INC.

Richard E. Wright

Richard E. Wright
Vice President

cc: F. L. Somers
Employers of Wausau
OSHD, Robert Gormsen
OSHD, William Maude
Tom Melum, Foster & Purdy, Attorney at Law

CERTIFIED #0328092

RECEIVED
MAR 3 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROGUE RIVER PAVING CO., INC.
P.O. BOX 1386 MEDFORD, OREGON 97501 (503) 779-2435
EQUAL OPPORTUNITY EMPLOYER

9303 2-1-83 file b

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Const., Inc. No. 9041	Sager Cr. Br. & Kale Cr. Culvert Clatsop County	Jan. 3, 1983
Cascade Const. Co., Inc. No. 9062	NE Col. Blvd.-NE Weidler St. (Unit 1) Multnomah County	Jan. 3, 1983
COMCO Const. Ore. Ltd. dba Salem Road & Driveway Co. No. 9436	Church Road-Pac. Hwy. West Polk County	Jan. 4, 1983
J. C. Compton Co. No. 9241	Elgin-Minam River Road Union County	Jan. 4, 1983
C.W. McCallum Const. Co. No. 9347	Southbound On Ramp @ Beaverton/Hillsdale Hwy. Washington County	Jan. 4, 1983
The Kaspac Corp. dba Kaspac Industries No. 9382	Jackson County Pavement Marking Project Jackson County	Jan. 4, 1983
East County Electric Co., Inc. No. 9450	Pac. Hwy. W. @ 12th St. (McMinnville) Yamhill County	Jan. 4, 1983
Ajax Electric Co. No. 9430	Beaverton/Hillsdale Hwy. @ SW 107th Ave. Washington County	Jan. 4, 1983
Schoolhouse R Electric No. 9407	Col. River Hwy. @ W. Rainier Dike Rd. (Rainier) Columbia County	Jan. 5, 1983
A.K. Lundmark & Son,Inc. No. 9442	Rock Creek Bridges Washington County	Jan. 5, 1983
Hannan Bros. Const.,Inc. No. 9410	Westport Ferry Slip Clatsop County	Jan. 5, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Hansen Electric Co., Inc. No. 9208	SW Murray Blvd. @ SW Walker Rd. (Beaverton) Washington County	Jan. 6, 1983
Joseph Garfas dba Schoolhouse R Electric No. 9392	Rogue Valley Hwy. @ Valley View Rd. (Talent) Jackson County	Jan. 11, 1983
D Mc D Corp. No. 9377	LaGrande/Baker Hwy. @ Pierce Lane Union County	Jan. 12, 1983
F. Kelly Somers Const. Co. & F.L. Somers Co., Inc., J.V. No. 9303	NCL-Main St. (Rogue River) Jackson County	Jan. 18, 1983
Hamilton Electric, Inc. No. 9105	SW Macadam Ave.-SW Hamilton Court Multnomah County	Jan. 20, 1983
R. A. Hatch Co. No. 9227	Cedar Hills Blvd.-Sylvan Intchge. Washington & Multnomah Counties	Jan. 21, 1983
D & D Paving Co. No. 9319	35th Ave. Realign. @ Silverton Rd. Marion County	Jan. 21, 1983
Ross Bros. Const., Inc. No. 9441	UPRR & Frontage Rd. O'Xing. (The Dalles) Wasco County	Jan. 24, 1983
Eagle-Elsner, Inc. No. 9457	Oswego Hwy. @ Marylhurst College Entrance Clackamas County	Jan. 24, 1983
Fabricators, Inc. No. 9301	Davis Slough-Bullards Bridge Coos County	Jan. 25, 1983
Western Mixing Co. No. 9307	Painted Hills Rd.-Mitchell Wheeler County	Jan. 26, 1983
Swanston Equipment Co. No. 9384	Lane County Pavement Marking Project #5 Lane County	Jan. 27, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9460	Pac. Hwy. E. @ Grimm Road Marion County	Jan. 27, 1983
Hi-Land Const., Inc. No. 9518	Grass Butte Rock Production Crook County	Jan. 31, 1983
Morse Bros., Inc. No. 9458	Condon Rock Production Gilliam County	Jan. 31, 1983

February 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9303

January 28, 1983

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

CON 5
#9303

Gentlemen or Ladies:

On January 21, 1983, we wrote to you concerning release of final payment on Contract No. 9303 awarded to F. Kelly Somers Const. Co. and F. L. Somers Co., Inc., JV for work on the North City Limits-Main Street (Rogue River) Section of FAS A368 in Jackson County.

Final payment on this contract is $4,880.83 and the total contract amount is $426,376.90, including $2,091.44 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: F. Kelly Somers Const. Co. and
F. L. Somers Co., Inc. JV
P. O. Box 724
Carson, WA 98610

Employers Insurance of Wausau
9400 S.W. Beaverton Highway, Suite 300
Beaverton, OR 97005

bc: C. T. Keasey
Walt Hart
James Gix

9303

200 Antelope Road
White City, Oregon 97503

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

December 27, 1982

OREGON STATE HIGHWAY DIVISION
2690 No. Pacific Highway
Medford, OR 97501

ATTENTION: William Maude,
Resident Engineer

RE: N.C.L.-Main St. (Rogue River) Sec.
F.A.S. A368 (N. Pine St.)
Jackson County

Dear Bill:

As per your request, this letter will confirm that the Jackson County Department of Public Works hereby accepts the recently completed subject project.

Sincerely,

Wm. J. Gaddis
ASSISTANT DIRECTOR

By: Darrel D. Wallace
Darrel D. Wallace
SENIOR INSPECTOR

DDW/sdw

cc: Road File

Oregon State Highway Division Res. Engineer
REC'D ____________ Medford
DEC 29 1982

1	2	3	4	5	6	7	8	9
☑	☑	☐	☐	☐	☐	☐	☐	☐

ROSEBURG REGION
RECEIVED
JAN -3 1983

[✓ RE]	RME	RCE	ROE	TE
RUE	DES	RSR	RPR	RLE
GEO.	[✓ [illegible]]	RBI	ATE	AA

Copy to Harold Reynoldson ✓

Rogue River

ROAD DESIGN SECTION DES 16

William Maude
Project Manager

November 18, 1982

N. E. Mann
Design Team Supervisor

NCL - Main Street (Rogue River)
City Street
Jackson County

✓ Verstoeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 19 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ✓
Action

We have reviewed your construction narrative report on this project.

You're right! We overlooked including an item for constructing street connections. We will try not to let this happen again.

NEM:rw

cc: A. E. Shirley, Jr.
Norm Cuno

923

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: NCL-Main Street (Rogue River)

WEEK ENDING: September 11,1982

SECTION PREFIX: 515-1025

HIGHWAY: FAS A368

COUNTY: Jackson

NAME OF JOB: NCL-Main St(Rogue River)

KIND OF WORK: Grading,Paving,Signing and Signals

CONTRACTOR: F.Kelly Somers Const & FL Somers

CONTRACT NUMBER: 9303

FEDERAL AID PROJECT NUMBER: RS-A368(3)

DATE OF CONTRACT: June 15,1981

DATE WORK STARTED: July 7,1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 150

CALENDAR DAYS USED: 189

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 127

PROJECT AUTHORIZATION: $ 463,065.47

EXCLUSIVE OF ENGINEERING: $ 426,346.62

ENGINEERING AUTHORIZATION: $ 36,718.85

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 424,711.85

ENGINEERING COST TO DATE: $ 47,576.13

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0%

PERCENT OF AUTHORIZATION: 129%

DATE PROJECT WAS COMPLETED: June 18,1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE K
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SCS
SEO
RECEIVED
SEP 13 1982
CONSTRUCTION SECTION
CM
CA
TC
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The final certifications have been received this week from the contractor. The third notification has been submitted and the semi-final estimate will be submitted in the next several weeks. No further weekly reports will be submitted.

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9363

315-252k

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-17-82

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. RS-A368(2)

VOUCHER PERIOD From: 8/15/80 To: 5/31/82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$36,249.67	$36,249.67	88.18%	$31,964.96	$31,964.96	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		Oregon
PASSED FOR PAYMENT		8/19/82
FORWARDED BY FHWA DIVISION OFFICE	V.E. Skoog, Controller	

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	N.C.L.-Main St. (Rogue River) Sec. Jackson Co.					
	Type Code ROWA Right of Way Sta. (90+00 To Sta. 118+00)					
	Right of Way	All Required			$20,540.00	
	Total ROWA Costs				$20,540.00	
	Acquisition Expense					
	State	All Required			$15,709.67	
	Total Acquisition Costs				$15,709.67	
	Total Cost				$36,249.67	
	Particpating costs are for ROW actually incorporated in the final project and all costs have been previously certified by the ROW Engineer.					
	Prepared based on Participating Costs as shown on Federal Billing as of 7/29/82.					
	Right of Way plans approved by FHWA 12/3/80. No revision necessary.					
	AMOUNT CARRIED FORWARD					

001

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

10/21/82

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
306-2513	1 M	-2691-002 APPR-W32	84,998.00	97,953.06	91,812.54	85.77	78,747.62	78,747.62		
309-2507	1 M	-3225-003 APPR-W32	260,218.00	279,167.54	279,167.54	81.83	228,442.80	228,442.80		
315-2519	1 M	-3920-002 APPR-W32	11,154.00	13,680.37	13,637.09	85.80	11,700.62	11,154.00	546.62 A	
315-2523	1 M	-3920-004 APPR-W32	142,800.00	137,940.86	137,251.02	88.15	120,986.77	120,956.83		30.94
315-2524	18 RS	-A368-002 APPR-075	31,964.96	36,249.67	36,249.67	88.18	31,964.96	31,964.96		
315-2525	1 M	-2421-002 APPR-W32	134,032.00	85,609.51	85,609.51	88.18	75,490.47	75,309.38		181.09
317-2516	1 M	-3650-002 APPR-W32	79,362.00	92,346.52	92,198.63	88.18	81,300.75	79,362.00	1,938.75 B	
320-2528	1 M	-1140-002 APPR-W32	88,180.00	98,391.79	98,454.39	88.18	86,817.08	86,817.08		
320-2529	1 M	-1308-001 APPR-W32				88.18				
322-2513	1 M	-2955-002 APPR-W32	22,904.00	26,339.08	26,309.08	81.80	21,520.83	21,520.83		
324-2521	1 M	-5262-002 APPR-W32	10,578.00	8,054.14	8,054.14	85.77	6,908.04	6,908.04		
324-2529	1 X10	-1525-002 APPR-772	1;92,125.00	1047,056.04	1040,282.83	86.00	894,240.41	894,052.11		188.30
324-2531	1 M	-1635-003 APPR-W32	89,912.00	1,710.64	1,806.19	88.15	1,592.16	1,592.16		
324-2532	1 SOS	-2403-001 APPR-680	21,440.00	56,173.13	56,173.13	38.20	21,458.14	21,440.00	18.14 B	
324-2533	1	BROS-2403-003 APPR-117		33.40	33.40	80.00	26.72		26.72 A	
324-2534	1 X10	-1725-002 APPR-580	212,500.00	267.83	267.33	86.00	227.66			227.66
326-2554	1 M	-9793-002 APPR-W36	407,406.00	427,315.88	426,763.28	85.77	366,034.87	366,034.87		
326-2556	1 XI	-9699-002 APPR-823	34,787.98	49,219.87	49,219.87	85.00	41,836.89	34,787.98	7,048.91 B	
326-2557	18 XI	-9699-001 APPR-823	40.82	47.58	47.58	85.80	40.82	40.82		
326-2558	1 XI	-9823-001 APPR-823	55,250.00	65,972.84	65,972.84	85.00	56,076.91	56,250.00	826.91 B	
	2 X10	-9823-001 APPR-580	77,350.00	91,000.00	91,000.00	85.00	77,350.0C	77,350.00		
326-2558		PREFIX TOTALS	132,600.00	156,972.84	156,972.84		133,426.91	132,600.00	826.91	
326-2559	18 M	-9822-004 APPR-W36	9,200.56	10,433.84	10,433.84	88.18	9,200.56	9,200.56		
326-2569	1 XI	-9956-009 APPR-823	172,806.00	172,863.01	172,863.01	85.00	146,933.56	144,197.66		2,735.90
326-2570	1 XI	-9699-004 APPR-823	425,000.00	377,425.71	377,427.21	85.00	320,813.13	320,806.57		6.56
326-2571	1 XI	-9926-006 APPR-823	164,900.00	193,428.65	193,428.65	85.00	164,414.35	164,414.35		

```
                                                                              91.17
          315   2523     419       00 N 1                                  1,840.19
          315   2523     426       00 P 1                                    182.96
          315   2523     430       00 P 1                                     60.00
          315   2523     712       00 P 1                                    250.00
          315   2523     713       00 P 1                                    104.67
          315   2523     903       00 P 1                                    229.04
          315   2523     920       00 P 1                                  6,318.21
          315   2523     930       00 P 1                                    636.10
          315   2523     950       00 P 1                                    324.42
          315   2523     960       00 N 1                                137,216.92
                         TOT       P1               37.34        63.56
                         TOT       N1                                        689.84
                      ** JOB TOTALS **              37.34  **    63.56  **  137,905.76  **

                                                                                        STATE
NCL-MAIN ST(ROGUE RV)   CONT NO      $ FA PROJ NOS RS  368002 100   11.92CR   35,651.63CR
          315   2524     296       00 N 9                                  3,686.67
          315   2524     297       00 N 9                   11.92           31,964.96
          315   2524     298       00 N 9                                   12,130.00
          315   2524     401       00 P 1                                      215.00
          315   2524     403       00 P 1                                    4,847.00
          315   2524     404       00 P 1                                    3,348.00
          315   2524     406       00 P 1                                    8,340.41
          315   2524     407       00 P 1                                      671.23
          315   2524     412       00 P 1                                        3.29
          315   2524     413       00 P 1                                    4,957.78
          315   2524     414       00 P 1                                       12.27
          315   2524     426       00 P 1                                       95.39
          315   2524     920       00 P 1                                    1,450.16
          315   2524     930       00 P 1                                      179.14
          315   2524     960       00 P 1                                   36,249.67
                         TOT       P1
                      ** JOB TOTALS **                   **          **   36,249.67  **

                                                                                        STATE
4TH ST-10TH ST(MEDFORD)  CONT NO      FA PROJ NOS M   421002 100                   6,000.00
          315   2525     295       00 N 9
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                                                              SEPTEMBER 1982         PAGE  972
TOTAL TO DATE JOB COST SUMMARY
                                                                   FISCAL            GRAND TOTAL
                                     PREFIX      FUNCTION  GR  CURRENT MONTH     YEAR TO DATE          TO DATE
DESCRIPTION OF JOB OR DEPARTMENT   315   2525   296     00 N 9  54,797.76CR      55,117.34CR       80,944.26CR
                                   315   2525   298     00 N 9  54,797.76        55,117.34         74,944.26
                                   315   2525   401     00 P 1                    1,175.00          7,035.00
                                   315   2525   404     00 P 1                      100.00          3,015.00
                                   315   2525   406     00 P 1  60,000.00        60,000.00         60,000.00
                                   315   2525   407     00 P 1                                      7,299.57
                                   315   2525   411     00 P 1                                         88.12
                                   315   2525   412     00 P 1      75.53           155.53            960.68
                                   315   2525   413     00 P 1                                        145.56
                                   315   2525   414     00 P 1     237.26         1,364.47          4,623.10
                                   315   2525   415     00 P 1                                        486.63
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03

STATE COPY

2

*TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 8-270
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State Oregon
County Jackson
Project Number RS-A368(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 18, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 461,090.00	$ 482,482.00
Federal funds	$ 406,588.00	$ 425,450.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of July, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XX~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon July 26, 1982

Federal-Aid Project
No. RS-A368(3)

N.C.L.-Main St. (Rogue River)
Pine Street, Rogue River
Jackson County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 91+00 to Sta. 117+00)

Subtotal of previous estimate of June 12, 1981	$381,554.00

Previous Estimate

Flagman	500 Hr.	23.00	$ 11,500.00
Extra for Pipe Under Pavement	1,060 Lin. Ft.	9.00	9,540.00
			$ 21,040.00

Revised Estimate

Flagman	1,041 Hr.	23.00	$ 23,943.00
Extra for Pipe Under Pavement	1,641 Lin. Ft.	9.00	14,769.00
Extra for Road Connection		All Required	4,170.00
			$ 42,882.00
		Increase	$ 21,842.00
		Subtotal	$403,396.00
		Engineering	51,059.00
		TOTAL	$454,455.00

Type Code Y002
Signing

Total the same as previous estimate of June 12, 1981	$ 28,027.00

Length of Roadway -------------------- 0.492 mi.
Cost of Roadway Per Mile -------------$923,079.26

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$454,455.00	$400,737.00	$26,859.00	$26,859.00
Signing	28,027.00	24,713.00	1,657.00	1,657.00
TOTAL	$482,482.00	$425,450.00	$28,516.00	$28,516.00

Group 1 89%; Group 8 11%
Contract No. 9303
Prefix: 515-1967
Prefix: 515-1025

9303

TO BE COMPLETED BY FHWA 6-155	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 6-18-81	STATE Oregon COUNTY Jackson PROJECT NO. RS-A 368(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N.C.L.-Main St. (Rogue River)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-6-81	0.492

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 461,090.00	FEDERAL FUNDS $406,588.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)
By
Asst. State Hwy. Engineer
(Title)
XX For: H.S. Coulter
State Hwy. Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator 6-18-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon June 12, 1981

Federal Aid Project
No. RS-A368(3)

N.C.L.-Main St. (Rogue River)
Pine Street Rogue River
Jackson County

PROJECT AGREEMENT

Type Code 6201
Roadway (Sta. 91+00 to Sta. 117+00)

Mobilization	96 %	All Required	$ 9,600.00
Temporary Protection and Direction of Traffic	96 %	All Required	5,280.00
Temporary Signs	280 Sq. Ft.	4.00	1,120.00
Temporary Barricades	14 Each	69.00	966.00
Flagmen	500 Hour	23.00	11,500.00
Clearing and Grubbing		All Required	10,000.00
Removal of Structures and Obstructions		All Required	1,000.00
General Excavation	2,270 Cu. Yd.	6.25	14,187.50
Trench Excavation	2,865 Cu. Yd.	7.00	20,055.00
Finishing Roadbed and Slopes		All Required	5,000.00
Cement Treated Base	8,500 Sq. Yd.	2.00	17,000.00
Cement for Treated Base	300 Ton	120.00	36,000.00
Aggregate for Treated Base	2,320 Ton	6.00	13,920.00
Asphalt in Chip Seal	14 Ton	280.00	3,920.00
Aggregate in Chip Seal	80 Ton	25.00	2,000.00
Class "B" Asphalt Concrete	2,100 Ton	31.00	65,100.00
8-inch Sewer Pipe	190 Lin. Ft.	9.00	1,710.00
10-inch Sewer Pipe	170 Lin. Ft.	10.25	1,742.50
12-inch Sewer Pipe	1,190 Lin. Ft.	12.00	14,280.00
15-inch Sewer Pipe	240 Lin. Ft.	15.00	3,600.00
18-inch Sewer Pipe	42 Lin. Ft.	17.00	714.00
21-inch Sewer Pipe	300 Lin. Ft.	20.00	6,000.00
24-inch Sewer Pipe	260 Lin. Ft.	23.00	5.980.00
27-inch Sewer Pipe	540 Lin. Ft.	25.00	13,500.00
30-inch Sewer Pipe	800 Lin. Ft.	30.00	24,000.00
Extra for Pipe Under Pavement	1,060 Lin. Ft.	9.00	9,540.00
Concrete Manholes	8 Each	800.00	6,400.00
Concrete Inlets, Type CG-1	20 Each	391.00	7,820.00
Concrete Inlets Type D	4 Each	391.00	1,564.00

Concrete Inlets Type Special	8 Each	240.00	1,920.00
6-inch Drain Pipe	290 Lin. Ft.	7.00	2,030.00
Special Filter Material In Drains	14 Cu. Yd.	20.00	280.00
Concrete Walks	1,850 Sq. Yd.	13.45	24,882.50
Concrete Driveways	600 Sq. Yd.	16.50	9,900.00
Concrete Curbs	4,650 Lin. Ft.	5.45	25,342.50
Loose Riprap, Class 100	30 Cu. Yd.	20.00	600.00
Adjusting Manholes	9 Each	100.00	900.00
Adjusting Cleanouts	1 Each	100.00	100.00
			$379,454.00

Anticipated Items		
Roadside Seeding and Mulching	All Required	$ 500.00
Permanent Pavement Striping	All Required	1,600.00
		$ 2,100.00
	SUBTOTAL	$381,554.00
	Engineering	51,509.00
	TOTAL	$433,063.00

Type Code Y002
Signing

Mobilization	4 %	All Required	$ 400.00
Temporary Protection and Direction of Traffic	4 %	All Required	220.00
Removal of Existing Sign Installations		All Required	1,380.00
Sign Support Footings		All Required	6,670.00
Pipe Sign Posts		All Required	7,820.00
Type "C" and "D" Signs in Place	20 Sq. Ft.	13.80	276.00
Type "T" Signs in Place	38 Sq. Ft.	20.70	786.60
Type "U" Signs in Place	8 Sq. Ft.	20.70	165.60
Move and Reinstall Existing Signs		All Required	1,725.00
Traffic Signal Installation, Complete		All Required	5,250.00
		SUBTOTAL	$ 24,693.20
		Engineering	3,333.80
		TOTAL	$ 28,027.00

Length of Roadway ----------------- 0.492 mi.
Cost of Roadway Per Mile ----------$880,209.34

SUMMARY OF FUNDS 88.18%

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$433,063.00	$381,875.00	$25,594.00	$25,594.00
Signing	28,027.00	24,713.00	1,657.00	1,657.00
TOTAL	$461,090.00	$406,588.00	$27,251.00	$27,251.00

Group 1 89%; Group 8 11%
Contract No. 9303
Prefix 515-1967
Prefix 515-1025

N.C.L.-Main St. (Rogue River) Section
(Nonparticipating -- State Work)

Furnishing and Installing Mailbox Posts	12 Each	145.00	$ 1,740.00

9303

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

April 13, 1982

CON 5 #9303

F. Kelly Somers Construction Co.
2872 Coker Butte Road
Medford, OR 97501

RE: Time Extension Request
NCL - Main St. (Rogue River)
Contract No. 9303
RS-A368(3)

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 15½ calendar days is granted due to staking delays, utility adjustment delays and extra work performed.

The revised contract time for completion of this project is 165½ calendar days. The project is currently under a suspension of work order and 177 calendar days of contract time has been charged.

Should you wish to submit additional data or to further review this matter, please contact Project Manager Wm. Maude.

RECEIVED
STATE HWY ENGR
APR 13 '82
REFER TO
FOR

NOTED

Sincerely,

C. T. Keasey, P.E., P.L.S.
Construction Engineer

by O. B. Jackmond

O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

CTK:cb

bc: W. E. Schwartz (att. 2 ltrs.)
A. E. Shirley, Jr. "
Wm. Maude "
FHWA "
Bob Church - Note: 14½ c.d. is FHWA non-participating,
1 c.d. of extra work is participating.

Form 734-3123

CON 5

STATE OF OREGON

INTEROFFICE MEMO

Highway Division - Region 3 440-3399

DATE: April 5, 1982

TO: O.B. Jackmond, P.E.
Contract Administration Engineer

FROM: James Gix, P.E.
Region Construction Engineer

SUBJECT: Contractor's Request for Time Extension
NCL - Main St. (Rogue River)
Contract 9303

ASHE RECEIVED O
CAE CA
FOE APR 8 1982 LE
QCE TC
SCS CONSTRUCTION FE
EEO BRANCH CP

Herewith are two copies of the subject time extension request, along with Assistant Project Manager V. Neiswanger's analysis and recommendation. I have since held a conference with Vern and we now agree on a modified recommendation based on delay of critical path by all the utility relocations.

We have sent along a copy of a chart showing the days on which work was done and progress was made on the sewer pipe to substantiate our recommendation of 15½ days.

CTK -
I concur with Region and recommend a contract time extension of 15 1/2 calendar days. 14 1/2 calendar days will be FHWA non-participating since it represents delays due to Engineering errors and utility delays.

OB Jackmond

jjg/cp
attach.
cc: Wm. Maude

Contains
Recycled
Materials
1-125-1387

SP*75683

STATE OF OREGON INTEROFFICE MEMO

TO: Jim Gix
Region Const. Engr.

DATE: March 19, 1982

Vern Neiswanger
FROM: Wm. H. Maude, Proj. Mgr.
by Vern Neiswanger A.P.M.

SUBJECT: NCL-Main St. (Rouge River)
Contract 9303
"Time Extension Request"

Req Hon | Recmd

After checking through the dailey progress reports, pipe notes, diaries and Charlie Tucker's memory there is additional time I can recommend for Somers to complete subject project.

July 14, The Contractor shut down for 1 day due to a staking error in the grades. 1 1

July 17 & 20, the Contractor waited for 1 1/2 days while the City adjusted water line so they could work on 18-inch storm sewer. 1.5 1/2

July 28, 29, 30 & 31, Contr. had to wait 4 days for C.P. National Gas to move a gas line so they could install 12-inch storm sewer. 4 1

Aug. 11, Contr. shut down for 1/2 day due to the City water lines being in conflict with the grade of an 8-inch storm sewer. 0.5 1/2

Aug. 17, Contr. waiting for 1 day while the City adjusted water line so they could continue with 12-inch storm sewer. 1 1

Aug. 19, 20, & 21, Contr. waiting 3 days for the City to move water line that was in conflict with 27-inch storm sewer. 3 3

Aug. 25, Contr. had to wait 1/2 day for Telephone Co. to move phone line. 0.5 1/2

Aug. 26, Contr. had to wait 1/2 day for Telephone Co. to move phone line. 0.5 1/2

Aug. 31, Contr. waited 1/2 day for grades to be adjusted on 24-inch storm sewer. 0.5 1/2

Sept. 2, 3, 4, 8, 9 & 10, Contr. waiting for the City to move water line so they could continue working on 12-inch storm sewer. Total of 6 days. 6 6

? 1000 Extra Work Order No. 1 was for misc. drainage work. They worked a total of 23 hrs. over a six day period. Ave. work force was 6 and I recommend 1/2 day. 0.5 1/2

? 250 E.W.O. No. 2 was to relocate irrigation lines and individual water services. They worked a total of 24 hrs. over a 3 day period. Ave. work force was 6 and I recommend 1/2 day. 0.5 1/2

19.5 15.5

Out of the 4 Price Agreements, none of them included any extra work.

Total time recommended for this request is 19 1/2 days.

ROSEBURG REGION
RECEIVED
MAR 22 1982
TIME ROE TE
HUE DES RPR RLE
GEO.

STATE OF OREGON

INTEROFFICE MEMO

TO: Jim Gix
Region Const. Engr.

DATE: March 19, 1982

Vern Neiswanger
FROM: Wm. H. Maude, Proj. Mgr.
by Vern Neiswanger A.P.M.

SUBJECT: NCL-Main St. (Rouge River)
Contract 9303
" Time Extension Request "

Proj Mgr Region

After checking through the dailey progress reports, pipe notes, diaries and Charlie Tucker's memory there is additional time I can recommend for Somers to complete subject project.

July 14, The Contractor shut down for 1 day due to a staking error in the grades. 1 1

July 17 & 20, the Contractor waited for 1 1/2 days while the City adjusted water line so they could work on 18-inch storm sewer. 1.5 1/2

July 28, 29, 30 & 31, Contr. had to wait 4 days for C.P. National Gas to move a gas line so they could install 12-inch storm sewer. 4 1

Aug. 11, Contr. shut down for 1/2 day due to the City water lines being in conflict with the grade of an 8-inch storm sewer. 0.5 1/2

Aug. 17, Contr. waiting for 1 day while the City adjusted water line so they could continue with 12-inch storm sewer. 1 1

Aug. 19, 20, & 21, Contr. waiting 3 days for the City to move water line that was in conflict with 27-inch storm sewer. 3 3

Aug. 25, Contr. had to wait 1/2 day for Telephone Co. to move phone line. 0.5 1/2

Aug. 26, Contr. had to wait 1/2 day for Telephone Co. to move phone line. 0.5 1/2

Aug. 31, Contr. waited 1/2 day for grades to be adjusted on 24-inch storm sewer. 0.5 1/2

Sept. 2, 3, 4, 8, 9 & 10, Contr. waiting for the City to move water line so they could continue working on 12-inch storm sewer. Total of 6 days. 6 6

? 1000 Extra Work Order No. 1 was for misc. drainage work. They worked a total of 23 hrs. over a six day period. Ave. work force was 6 and I recommend 1/2 day. 0.5 1/2

? 250 E.W.O. No. 2 was to relocate irrigation lines and individual water services. They worked a total of 24 hrs. over a 3 day period. Ave. work force was 6 and I recommend 1/2 day. 0.5 1/2

19.5 15.5

Out of the 4 Price Agreements, none of them included any extra work.

Total time recommended for this request is 19 1/2 days.

ROSEBURG REGION
RECEIVED
MAR 22 1982
TIME ROE TE
HUE DES RPR RLE
GEO. FAB ATE

9303

515-1967

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-24-81

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. RS-A368(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 3/30/79 To: 5/6/81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$40,394.19	$40,312.67✓	88.18%	$35,547.71	$35,547.71	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		9/24/81 V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	NCL-Main St. (Rogue River) Co.-Rd. in Jackson County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$40,312.67	
	Nonparticipating Cost					
	State (P.E.)	All Required			81.52	
	Total Project Cost				$40,394.19	
	Prepared based on Participating Costs as shown on Federal Billing as of 9/23/81.					
	AMOUNT CARRIED FORWARD					

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
			TOT		P1	4,160.64	9,455.09	12,797.94	
			TOT		N1		1.04	1.04	
			** JOB TOTALS **			4,160.64 **	9,456.13 **	12,798.98 **	
TABLE ROCK RD@ VILAS RD	CONT NO		FA PROJ NOS RS A363001 100						STATE
	515	1908	296	00	N 9	2,101.20CR	3,174.88CR	9,515.03CR	
	515	1908	298	00	N 9	2,101.20	3,174.88	9,515.03	
	515	1908	901	00	P 1	720.78	4,197.10	11,237.36	
	515	1908	910	00	P 1	243.67	243.67	243.67	
	515	1908	918	00	P 1	332.27	332.27	340.25	
	515	1908	920	00	P 1			92.78	
	515	1908	923	00	P 1			66.36	
	515	1908	933	00	P 1		30.26	110.43	
			TOT		P1	1,296.72	4,803.30	12,090.85	
			** JOB TOTALS **			1,296.72 **	4,803.30 **	12,090.85 **	
MAIN ST-ROGUE RIVER NCL	CONT NO		* FA PROJ NOS RS A368001 100						STATE
	~~515~~	~~1967~~	~~296~~	~~00~~	~~N 9~~			~~38,025.21CR~~	
	~~515~~	~~1967~~	~~297~~	~~00~~	~~N 9~~			~~2,477.50~~	
	~~515~~	~~1967~~	~~298~~	~~00~~	~~N 9~~			~~35,547.71~~	
	515	1967	901	00	P 1			19,043.64	
	515	1967	901	00	N 1			83.25	
	515	1967	905	00	P 1			5,892.74	
	515	1967	907	00	P 1			324.25	
	515	1967	909	00	P 1			4,749.03	
	515	1967	910	00	P 1			873.78	
	515	1967	910	00	N 1			11.77	
	515	1967	911	00	P 1			1,272.39	
	515	1967	913	00	P 1			1,903.08	
	515	1967	914	00	P 1			694.13	
	515	1967	920	00	P 1			28.34	
	515	1967	921	00	P 1			2,094.93	
	515	1967	922	00	P 1			55.40	
	515	1967	923	00	P 1			2,573.49	
	515	1967	950	00	P 1			360.42	
	515	1967	980	00	P 1			447.05	
			TOT		P1			40,312.67	
			TOT		N1			95.02	
			** JOB TOTALS **			**	**	40,407.69 **	
JACKSON CO PVMT MRKG PROJ	CONT NO		* FA PROJ NOS PMS 000S103 100						STATE
	515	1989	296	00	N 9			1,945.07CR	
	515	1989	298	00	N 9			1,945.07	
	515	1989	901	00	P 1			64.22	
	515	1989	905	00	P 1			1,117.32	
	515	1989	920	00	P 1			72.61	

801
BILLING NUMBER 26

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

01/03/85

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
509-1937	1	SR -B712-001 APPR-079	9,872.00	4.62	4.62	88.15	4.07	4.07		
509-1990	1	RS -B349-001 APPR-075	15,860.00	1,652.13	1,652.13	85.77	1,417.03	1,417.03		
510-1914	1	SR -A382-001 APPR-079	19,752.00	7,862.36	7,791.87	88.18	6,870.87	6,870.87		
510-1917	1	RS -A390-001 APPR-075	4,230.00	3,292.14	3,292.14	88.15	2,902.02	2,902.02		
510-1918	1#	RS -A409-004 APPR-075	2,298.30	2,607.26	2,607.26	88.15	2,298.30	2,298.30		
510-1919	1#	RS -A409-004 APPR-075	2,217.33	2,515.41	2,515.41	88.15	2,217.33	2,217.33		
510-1920	1#	RS -A409-004 APPR-075	1,081.65	1,227.06	1,227.06	88.15	1,081.65	1,081.65		
510-1923	1#	RS -A409-004 APPR-075	643.68	730.21	730.21	88.15	643.68	643.68		
510-1940	1	RS -A401-001 APPR-075	32,080.00	9,945.22	9,945.22	88.15	8,766.71	8,766.71		
510-1993	1#	BRS -A409-002 APPR-118	23,539.38	29,424.23	29,424.23	80.00	23,539.38	23,539.38		
511-1904	1	RS -B452-002 APPR-075	21,150.00	3,265.31	3,265.31	88.15	2,878.37	2,878.37		
513-1904	1#	BRS -B475-001 APPR-114	11,410.82	14,282.87	14,263.52	80.00	11,410.82	11,410.82		
513-1906	1	RS -B474-001 APPR-075	1,636.00	384.48	384.48	81.83	314.62	314.62		
514-1905	1	ER -0328-001 APPR-098	3,000.00	851.82	768.37	100.00	768.37	768.37		
514-1907	1	BRS -B435-001 APPR-114	51,200.00	13,148.75	13,147.71	80.00	10,518.17	10,518.17		
515-1908	1	RS -A363-001 APPR-075	20,714.00	12,108.28	12,108.28	88.15	10,673.45	10,673.45		
515-1967	1#	RS -A368-001 APPR-075	35,547.71	40,407.69	40,312.67	88.18	35,547.71	35,547.71		
515-1989	1#	PMS -000S-103 APPR-140	1,945.07	1,945.07	1,945.07	100.00	1,945.07	1,945.07		
515-1998	1	HES -A361-002 APPR-141	450.00	219.99	219.99	90.00	197.99	197.99		
516-1976	1#	RS -B400-001 APPR-075	31,842.21	55,985.97	36,122.76	88.15	31,842.21	31,842.21		
516-1979	1	PMS -000S-098 APPR-140	100.00	133.66	133.66	100.00	133.66	100.00	33.66 B	
517-1910	1#	RS -A323-001 APPR-075	50,170.13	58,680.83	58,473.34	85.80	50,170.13	50,170.13		
517-1931	1#	BRS -A335-001 APPR-118	34,671.37	43,372.48	43,339.21	80.00	34,671.37	34,671.37		
517-1934	1	HES -A333-001 APPR-141	10,000.00	8,370.21	8,370.21	90.00	7,533.19	7,533.19		
517-1937	1	RS -A338-001 APPR-075	26,187.00	38,145.63	37,937.94	88.18	33,453.68	26,187.00	7,266.68 B	
518-1920	1	RS -B319-001 APPR-075	300,300.00	332,668.88	329,636.14	85.80	282,827.81	282,827.81		

9303

L,

files

F. L. SOMERS CO., INC.
GENERAL CONTRACTORS
~~P. O. Box [illegible] — Telephone [illegible]~~
~~MEDFORD, OREGON 97501~~
P.O.Box 478
Brookings, Oregon 97415

Mr. Robert W Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon. 97310

RE; File No. CON 5 9303

Dear Sir;
Regarding Contract No. 9303 for work on the North City Limits-Main Street Section of F A S A368 in Jackson County.

Please be advised that by action of the board of directors of F.L.Somers Co. Inc. F Kelly Somers has been appointed Project Manager on the above contract. F Kellyy Somers is authorized to speak for the joint ventureon all matters pertaining to this contract and is authorized to sign all change orders, price agreements, pay estimate and final estimate on behalf of the joint venture.

Very Truly Yours,

F.L.Somers Co. Inc.
By F.L. Somers
F.L.Somers (President)
By Cecile G Somers
Cecile G Somers (Secretary)

8/3/81

cc
Alfred Shirley
Wm. Maude
L.E. George
C.T. Keasey
Bob Church
Dan Peterson

RECEIVED
AUG 3 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7303

May 29, 1981

Jackson County Board of Commissioners
Courthouse
Medford, Oregon 97501

ACC

Attn: Mr. Robert Carstensen
Director of Public Works
200 Antelope Road
White City, Oregon 97501

Gentlemen:

On May 28, 1981 the Highway Division received a satisfactory bid from F. Kelley Somers Construction Co. and F. L. Somers Co. Inc., 2372 Cokee Butte Road, Medford, Oregon 97501 for the N.C.L.-Main Street (Rogue River) Section. This is an FAS-C project No. RS-A368(3). Based upon the contractor's bid the County's advance deposit will be:

Contractor's Bid	$405,887.20
Pavement Striping	$ 1,600.00
Seeding and Mulching	500.00
4 1/2% Contingencies	18,359.42
9% Engineering	36,718.85
Total Construction Cost	$463,065.47
Est. P.E. Costs	39,000.00
Est. R/W Costs	45,000.00
Total Project Cost	$547,065.47
Less Federal Share (88% of $547,065.47)	-481,417.61
	$ 65,647.86
County Share 1/2 of $65,647.86	32,823.93
Less County Advance Deposit	5,040.00
	$ 27,783.93

By rounding the County's Advance Deposit will be $ 27,800.00

We will award the contract when we receive your advance deposit, which should be in this office no later than June 19, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

HR:pf
Attachment

bcc w/AD #907: Jack Ayres, Region 3 Federal Aid Engineer
Vern Skoog - Please return completed AD # 907 when advance deposit is received.

Informed Steve 6-15-81
and [illegible] Ayres

Awarded 6-15-81
In Book

Accepted by Hwy Commission [illegible]

9303

2

HIGHWAY DIVISION - ODOT

FILE

May 21, 1981

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
May 28, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened May 28, 1981, on the following projects:

1. Dodge Canyon Creek-Westwood Street
   Elkton-Sutherlin Highway, Douglas County
   Paving

   Thirty-two-foot roadway consisting of 12-foot lanes and four-foot shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established. . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Cape Creek Tunnel-Sutton Lake
   Oregon Coast Highway, Lane County
   Paving

   Two 12-foot lanes, passing lanes and scenic pullouts. Four-foot nominal shoulders.

   Same as No. 1.

3. Washington State Line-Lane County Line
   Oregon Coast Highway, Clatsop, Tillamook and Lincoln Counties
   Traffic Markers

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Chiloquin Rock Production
The Dalles-California Highway, Klamath County
aggregate production

Same as No. 3.

5. Powder River
Whitney Highway, Baker County
Grading and Paving

Twelve-foot lanes with four-foot shoulders.

Same as No. 1.

6. Davis Slough-Bullards Bridge
Oregon Coast Highway, Coos County
Paving

Shoulders will be designated as bike lanes.

7. Austin Junction
Whitney Highway, Grant County
Grading and Paving

Same as No. 1.

8. N.C.L.-Main Street (Rogue River)
N. Pine Street, Jackson County
Grading and Paving

Twelve-foot travel lanes, six-foot bike lanes and five-foot sidewalks to be constructed.

9. Florence-Eugene Highway @ Fisher Road
Lane County
Base and Paving

Intersection construction with left-turn lane. Twelve-foot lanes and six-foot shoulders throughout project.

Same as No. 1.

10. McKenzie Highway @ Goodpasture Road
Lane County
Guard Rail Installation

Same as No. 3.

11. Ash Creek Bridge
Independence Highway, Polk County
Grading, Paving and Structure

A 1.8-mile sidewalk with sidewalk ramps will be constructed on westerly side of roadway and structure for bicycle and pedestrian use.

12. Painted Hills Road-Mitchell
Ochoco Highway, Wheeler County
Grading and Paving

Primarily Overlay. A twenty-eight-foot roadway throughout this project.

Same as No. 1.

13. W. Fork Dairy Creek-Tillamook Junction
Sunset Highway, Washington County
Grading and Paving

Eight-foot shoulders throughout this project.

Same as No. 1.

HSC:RS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9303 5-6-81 L,

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A368(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Jackson
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 90147
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/6/81
8. FEDERAL ROUTE NUMBER Secondary A368
9. STATE ROUTE NUMBER County Road
10. GENERAL LOCATION:

N.C.L. - Main Street (Rogue River) Section

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 4/28/81 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
MAY 21 '81
REFER TO [illegible]
FOR
Info | Sign | Act | File

14. DATE 5/6/81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9303

Jackson Co.
FAS
A368

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/29/81
Donald L.

Paul

May 28, 1981 Bid Letting ____________ All Clear Deadline

SECTION NCL-Main Street (Rogue River)
Highway FAU 1615 (Pine Street)
County Jackson County Region 3
Type of Work G-P-Sig Funds FAUS Comb.
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

~~Coust Noise~~

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☒

Section [illegible] Programming Estimate $ 51[illegible],000

Highway [illegible] Proj. Length 2.4[illegible] mile

36-3 County [illegible] 4-27-81 Completion Time 150 Calendar days

Kind of Work [illegible] Paving & Signing Est. Comp. Date 11-25-81

Prefix 75-196[illegible] Letting Date 5-[illegible]-81 Project No. RS-A369([illegible])

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 449,927

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	1600	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished		$ 2100
Roadside Seeding & Mulching	500	
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
~~Furnish Mailbox Posts~~		
Adjust Utilities:		
. . . .		
. . . .		
. . . .		
. . . .		
. . . .		

Subtotal $ 452,027

Contingencies (4-1/2%) 20,341 22

Engineering (~~8~~, 9, ~~10~~%) 40,682 43

Subtotal $

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ 513,050 65

Est. PE costs	39,000 00
Est R/w costs	45,000 00
Total	$ 597,050 65
Federal share (88% of $597,050.65)	525 404 00
	$ 71,646 65

APPROVED

J H Versteeg

Road Design Engineer

County share is ½ of $71,646.65 = $35,823.33

Rev. 5/79

Section [illegible] Programming Estimate $ 513,000

Highway [illegible] Project Length 0.49 mile

County [illegible] Completion Time 150 Calendar Days

Kind of Work [illegible] Paving & Signing Est. Comp. Date 11-25-81

Prefix [illegible] Letting Date 5-22-81 Project No. RS-A368(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 449,927

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 4-27-81

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
Industrial Engineers
Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs
Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 3]
District Number
Resident Engineer

ATTENTION: Jack Ayres

FROM: KR

COMMENTS: Please inform the County.

Form 731-0022 (6-80) SP*71282-734

1600

500

$ 2100

4-27-81 Jack Ayres says OK

Subtotal $ 452,027

Contingencies (4-1/2%) 20,341 22

Engineering (8, 9, 10%) 40,682 43

Subtotal $

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ 513,050 65

Est. PE costs	39,000 00
Est R/w costs	45,000 00
Total	$ 597,050 65
Federal share (88% of $597,050.65)	525 404 00
	$ 71,646 65

APPROVED

County share is ½ of $71,646.65 = $35,823.33

J H Versteeg
Road Design Engineer

OREGON STATE HIGHWAY DIVISION

~~SU RY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 2
Date
County Jackson
Section W.C.L. - Main St. (Rogue River)
Kind Of Work Grading, Paving & Signing
Length 0.49 Mi
Name Galloway

3/16/81 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		Lump Sum	All	(6%)	25,500
	Temporary Protection And Direction Of Traffic		Lump Sum	All	—	15,600
	Temporary Signs		Sq. Ft.	280	6	1,680
	Temporary Barricades		Each	14	115	1,610
	Flagmen		Hour	500	20.00	10,000
	ROADWORK					
	Clearing And Grubbing		Lump Sum	All	—	2000.00
	Removal Of Structures And Obstructions		Lump Sum	All	—	12,000.00
	General Excavation		Cu. Yd.	2,270	3.00	6,810
	Trench Excavation		Cu. Yd.	2,865	7.00	20,055
	Finishing Roadbed And Slopes		Lump Sum	All	—	3,000.00
	Cement Treated Base		Sq. Yd.	8,500	2.50	21,250
	Cement for Treated Base		Ton	300	107.00	32,100
	Aggregate for Treated Base		Ton	2,320	10.00	23,200
	Asphalt In Chip Seal		Ton	14	220.00	3,080
	Aggregate In Chip Seal		Ton	80	15.00	1,200
	Class "B" Asphalt Concrete		Ton	2,100	33.00	69,300
1	8-inch Sewer Pipe		Lin. Ft.	170	8.00	1,520
2	10-inch Sewer Pipe		Lin. Ft.	170	10.00	1,700

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date
County Jackson
Name Galloway

Section N.C.L. - Main St. (Rogue River)
Kind Of Work Grading, Paving & Signing
Length 0.9 mi

No	Item	Code	Unit	Quant.	Unit Cost	Total
	12-inch Sewer Pipe		Lin. Ft.	1190	11^{00}	13,090
	15-inch Sewer Pipe		Lin. Ft.	240	13^{00}	3,120
	18-inch Sewer Pipe		Lin. Ft.	42	17^{00}	714
	21-inch Sewer Pipe		Lin. Ft.	300	20^{00}	6,000
	24-inch Sewer Pipe		Lin. Ft.	260	25^{00}	6,500
	27-inch Sewer Pipe		Lin. Ft.	540	30^{00}	16,200
	30-inch Sewer Pipe		Lin. Ft.	800	36^{00}	28,800
	Extra For Pipe Under Pavement		Lin. Ft.	1,060	15^{00}	15,900
	Concrete Manholes		Each	8	1300^{00}	10,400
	Concrete Inlets, Type CG-1		Each	20	450^{00}	9,000
	Concrete Inlets Type D		Each	4	400^{00}	1,600
	Concrete Inlets Type Special		Each	8	100^{00}	800
	6-inch Drain Pipe		Lin. Ft.	290	5^{00}	1,450
	Special Filter Material In Drains		Cu. Yd.	14	15^{00}	210
	Concrete Walks		Sq. Yd.	1,850	13^{00}	24,050
	Concrete Driveways		Sq. Yd.	600	17^{00}	10,200
	Concrete Curbs		Lin. Ft.	4,650	6^{00}	27,900
	Loose Riprap, Class 100		Cu. Yd.	30	15^{00}	450
	Adjusting Manholes		Each	9	200^{00}	1,800
	Adjusting Cleanouts		Each	1	150^{00}	150
	Furnishing And Installing Mailbox Posts		Each	12	75^{00}	900

OREGON STATE HIGHWAY DIVISION

SU RY--BID SCHEDULE--COST ESTIMAT

Sheet 3 of 3

Date

County Jackson

Section N.C.L. -Main St. (Rogue River)

Kind Of Work Grading, Paving & Signing

Length 0.49mi

Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
	SIGNING					
10	Removal Of Existing Sign Installations		Lump Sum	All	—	4,100
11	Sign Support Footings		Lump Sum	All	—	2,640
12	Pipe Sign Posts		Lump Sum	All	—	5,800
13	Type "C" And "D" Signs In Place		Sq. Ft.	20	9	180
14	Type "T" Signs In Place		Sq. Ft.	38	12	456
15	Type "U" Signs In Place		Sq. Ft.	8	14	112
16	Move And Reinstall Existing Signs		Lump Sum	All		1,200
	TRAFFIC SIGNALS					
17	Traffic Signal Installation Complete		Lump Sum	All		7,600
					Total	449,927

9303

April 10, 1981

ACC

Mr. W. J. Graddis
Director of Public Works
200 Antelope Road
White City, Oregon 97503

Dear Bill:

SUBJECT: N. City Limits-Main Street (Rogue R.) Section
Jackson County
Project No. RS-A368(1)

Our letter requesting an advance deposit in the amount of $5,040.00, for the subject project is for the P.E. and R/W. The estimated cost of each is as follows:

P.E.	$39,000.00
R/W	45,000.00
	$84,000.00

Sorry for not making this clear in our first letter.

Very truly yours,

D. E. Swan
Operation Programming Engineer

HR:pf

9303

April 2, 1981

ACC

Jackson County Board
of Commissioners
Courthouse
Medford, Oregon 97501

Attn: Mr. Robert Carstensen
Director of Public Works
200 Antelope Road, White City, Oregon

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering and right-of-way phases of the N. City Limits-Main Street (Rogue River) Section, Project No. RS-A360(1).

Financial sharing of the preliminary engineering is:

Total	$84,000.00
Federal Funds	73,920.00
BALANCE	$10,080.00

Rec'd 4-29-81

Local Share:
1/2 of $10,080.00 = $5,040.00

2,340 - PE
2,700 R/W

Please make your check in the amount of $5,040.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Operation Programming Engineer

MR:pf

bcc w/AD # 885: Vern Skoog - Please return completed AD # 885
when advance deposit is received.
Jack Ayres, Region 3 Federal Aid Engineer

9303

3-81

```
                                        ** JOB TOTALS **        1,719.05  **      33,382.94  **      53,741.66  **

                                                                                                              STATE
                                                FA PROJ NOS RS  368002 100
  NCL-MAIN ST(ROGUE RV)          CONT NO                             13,437.67CR        29,320.79CR        29,320.79CR
                                    315     2524     296     00 N 9  13,437.67          29,320.79          29,3[illegible]0.79
                                    315     2524     298     00 N 9   8,525.00          10,305.00          10,305.00
                                    315     2524     401     00 P 1


                                                                                   MARCH 1981          PAGE 1050
 TOTAL TO DATE JOB COST SUMMARY
                                                                                     FISCAL            GRAND TOTAL
 DESCRIPTION OF JOB OR DEPARTMENT    PREFIX        FUNCTION   GR   CURRENT MONTH   YEAR TO DATE         TO DATE
                                    315     2524     403     00 P 1       215.00          215.00            215.00
                                    315     2524     404     00 P 1     2,5[illegible]5.00      4,[illegible]7.00          4,[illegible]7.00
                                    315     2524     405     00 P 1     3,065.00        3,3[illegible]3.00          3,3[illegible]3.00
                                    315     2524     407     00 P 1                     8,337.75          8,337.75
                                    315     2524     412     00 P 1       129.69          526.51            526.51
                                    315     2524     413     00 P 1         1.13            1.13              1.13
                                    315     2524     414     00 P 1       170.53        4,832.31          4,832.31
                                    315     2524     426     00 P 1                        12.27             12.27
                                    315     2524     920     00 P 1        30.46           45.40             45.40
                                    315     2524     930     00 P 1       148.50        1,1[illegible].38          1,1[illegible].38
                                    315     2524     950     00 P 1                       179.14            179.14
                                                     TOT        P1     14,830.31       33,833.89         33,833.89
                                        ** JOB TOTALS **       14,830.31  **   33,833.89  **     33,833.89  **

                                                                                                              STATE
  S 6TH-EASTSIDE BY-PASS(K FALL. CONT NO      * FA PROJ NOS M   298002 100                       32,4[illegible]5.56CR
                                    318     2503     296     00 N 9                                  32,[illegible].56
                                    318     2503     298     00 N 9                                  14,[illegible].00
                                    318     2503     401     00 P 1                                   2,215.00
                                    318     2503     403     00 P 1                                     [illegible]5.00
                                    318     2503     404     00 P 1                                   1,7[illegible].00
                                    318     2503     405     00 P 1                                     5[illegible].50
                                    318     2503     406     00 P 1                                   4,[illegible].76
                                    318     2503     407     00 P 1                                     [illegible].00
                                    318     2503     408     00 P 1                                     1[illegible].36
                                    318     2503     409     00 P 1                       8.69CR      1,952.76
                                    318     2503     412     00 P 1                       8.69           18.20
                                    318     2503     412     00 N 1                                   9,021.69
                                    318     2503     414     00 P 1                                     163.24
                                    318     2503     415     00 P 1                                      21.82
                                    318     2503     470     00 P 1                                       3.56
                                    318     2503     913     00 P 1                                     112.56
                                    318     2503     920     00 P 1                                   2,633.11
                                    318     2503     930     00 P 1                                     306.60
                                    318     2503     950     00 P 1                       8.69CR     37,861.96
                                                     TOT        P1                        8.69           18.20
                                                     TOT        N1
                                        ** JOB TOTALS **                  **               **     37,880.16  **
```

```
MAIN ST-ROGUE RIVER MCL      CONT NO       FA PROJ NOS RS  3[illegible]8001 100                                               STATE
                               515   1967   [illegible]   00 N 9     5[illegible]2.83CR     7,5[illegible]3.[illegible]CR   33,[illegible]3.[illegible]CR
                               515   1967   2[illegible]8   00 N 9     502.83          7,5[illegible]3.[illegible]5       33,[illegible]3.05
                               515   1[illegible]67   901   00 P 1      56.85             940.95        18,[illegible].11
                               515   1[illegible]67   901   00 N 1                                        [illegible].75
                               515   1967   9[illegible]5   00 P 1     306.40          1,753.18        5,[illegible].[illegible]
                               515   1[illegible]67   [illegible]   [illegible] P 1                                        [illegible]
                               515   1[illegible]67   [illegible]9   [illegible] P 1                      3[illegible].48        4,[illegible]3
                               515   1[illegible]67   910   00 P 1                       40.04          873.[illegible]8
                               515   1[illegible]67   910   00 N 1                                         11.77
                               515   1[illegible]67   911   00 P 1      18.23             714.71        1,1[illegible]4
                               515   1967   913   00 P 1                      3[illegible].23        1.[illegible]8
                               515   1[illegible]7   9[illegible]   [illegible] P 1     142.59          [illegible].13          [illegible]
                               515   1[illegible]67   [illegible]   00 P 1                       [illegible].94          [illegible]
                               515   1[illegible]67   9[illegible]1   00 P 1     155.60          7[illegible].51          [illegible].51
                               515   1[illegible]67   9[illegible]2   00 P 1       9.00          [illegible].[illegible]0          [illegible]4
                               515   1[illegible]67   9[illegible]3   00 P 1                    2,493.63        2,5[illegible].71
                               515   1967   [illegible]   00 P 1                                       [illegible]42
                               515   1967   [illegible]   00 P 1                                        [illegible]
                                            TOT     P1          688.67          8,184.30        37,[illegible]
                                            TOT     N1                                          [illegible]1.52
                                         ** JOB TOTALS **       688.67  **      8,184.30  ,     37,777.57  **


TOTAL TO DATE JOB COST SUMMARY                                            MARCH 1981        PAGE  826

                                                                             FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH    YEAR TO DATE       TO DATE

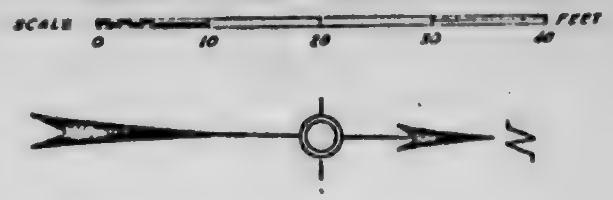
                                                                                                          STATE
SPTC@AGATE RD (WHITE CITY)   CONT NO      FA PROJ NOS RRS 361001 100
                               515   1972   2[illegible]6   00 N 9     98.49CR         98.49CR         98.49CR
                               515   1972   2[illegible]8   00 N 9     98.49           98.49           [illegible].49
                               515   1972   905   00 P 1                                        [illegible].31
                               515   1972   914   00 P 1                       44.12           [illegible].12
                                            TOT     P1                           44.12          1[illegible].43
                                         ** JOB TOTALS **                **      44.12  **      1[illegible].43  **

                                                                                                          STATE
US HIGHWAY 97-US HIGHWAY 26  CONT NO      FA PROJ NOS RS  400001 100
                               516   1976   2[illegible]4   00 N 1                    1,1[illegible]CR       2,[illegible]CR
                               516   1976   [illegible]   [illegible] N 9   1,172.44CR       2[illegible]CR        3[illegible]
                               516   1976   297   00 N 9                    1,[illegible]          1.[illegible]
                               516   1976   29[illegible]   00 N 9   1,172.44         18,[illegible]         35,[illegible]
                               516   1976   901   00 P 1     342.44                          [illegible]
                               516   1976   903   00 P 1                   19,[illegible]         38,[illegible]
                               516   1976   9[illegible]   [illegible] P 1     317.00          1,[illegible].13         1,[illegible]
                               516   1976   911   [illegible] P 1                                    1[illegible]
                               516   1976   920   00 P 1                                       19.[illegible]
                               516   1976   923   00 P 1                                       1[illegible]
                                            TOT     P1          659.44         20,6[illegible].91       40,[illegible]
                                            TOT     N1                         1,1[illegible]CR       [illegible]CR
                                         ** JOB TOTALS **       659.44  **     19,[illegible]  **     3[illegible]  **
```

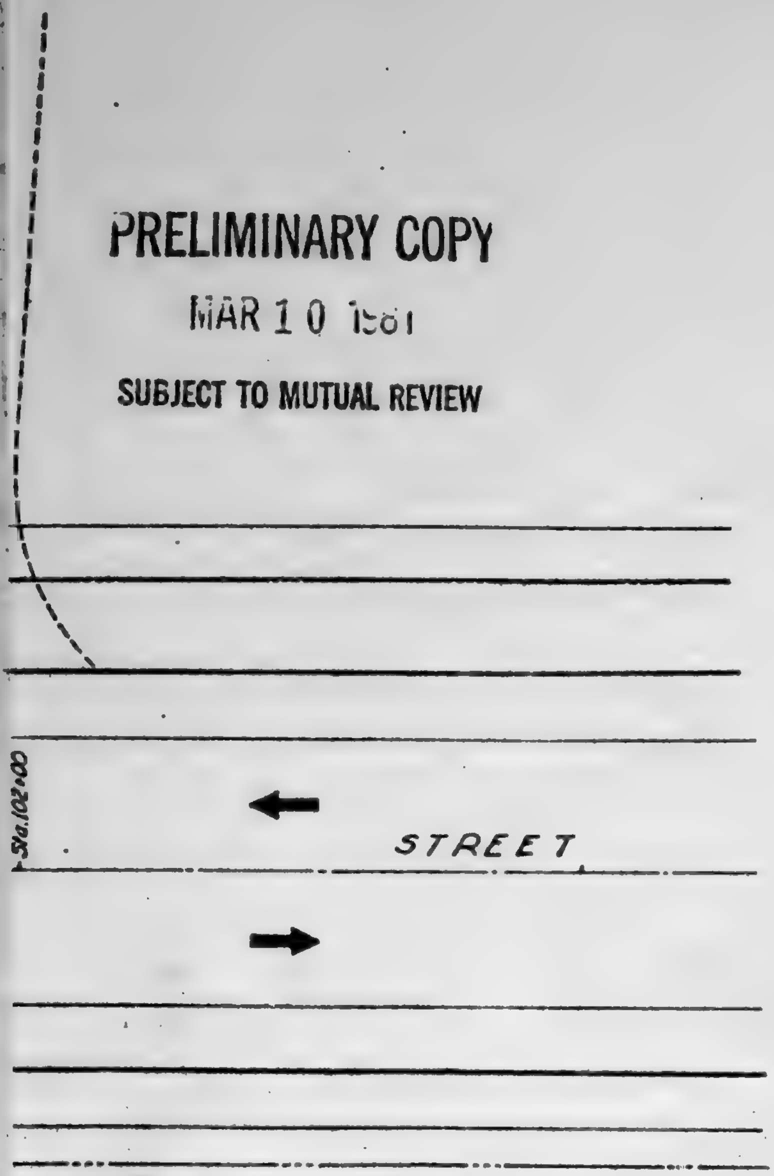
9303

3-31-81

SIGNAL PLAN
PINE ST AT ROGUE RIVER SCHOOLS



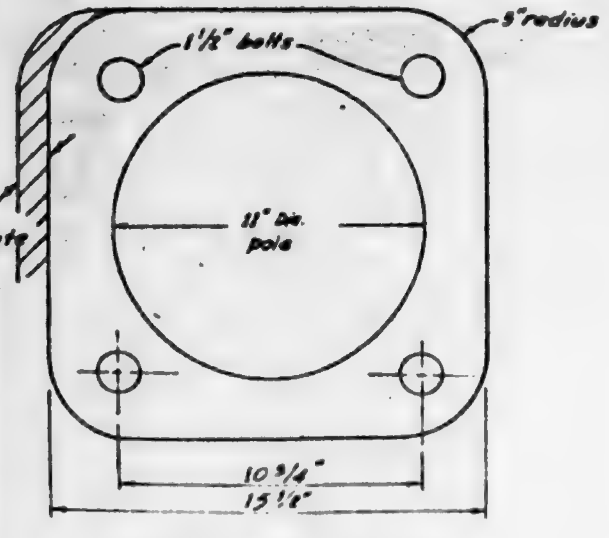
PRELIMINARY COPY
MAR 10 1981
SUBJECT TO MUTUAL REVIEW



L E G E N D

EX/1	Existing power pole (power source)
39	Install 3/8" galvanized steel messenger cable
EX/SP	Existing 26' strain pole (Remove)
EX/SP1	Existing 28' strain pole (Remove)
EX/C	Existing pedestrian actuated controller in Type G cabinet (Remove)
EX/PB	Existing pedestrian pushbutton with sign (Remove)
EX/PD	Existing Type D pedestrian signal (Remove)
EX/TC	Existing terminal cabinet (Remove)
EX/MS	Existing meter service (Remove)
EX/54	Existing service cabinet with 30 amp breaker (Remove)
EX/V	Existing vehicle signal head (Remove)
SP	Reinstall 26' strain pole
SP1	Reinstall 28' strain pole
C	Reinstall pedestrian actuated controller in Type G cabinet
PB	Reinstall pedestrian pushbutton with sign
P/D	Reinstall Type D pedestrian signal
TC	Reinstall terminal cabinet
MS	Reinstall meter service
54	Reinstall service cabinet with 30 amp breaker
V	Reinstall vehicle signal head
X·N/G	Install (X) - (N) wire No. (G) control cable(s)

N = Number shown
G = AWG wire size
X = Number of cables
423 = 12" R, 8" Y, 8" G



POLE BASE DETAIL
(FOR RELOCATION OF EXISTING POLES)

W. M. Gaddis
COUNTY [illegible] APPROVAL
3 31/81
DATE

APPROVED
Traffic Engineer
3/10/81
DATE

DESIGNED BY JP
CHECKED BY K.?

OREGON STATE HIGHWAY DIVISION
TRAFFIC

TRAFFIC SIGNAL INSTALLATION
N.C.L.-MAIN ST. (ROGUE RIVER) SEC.
FAS A 368 (PINE ST.)
JACKSON COUNTY

DATE February 1981

TE DWG NO 2422

7323

TRA-7

STATE OF OREGON

INTEROFFICE MEMO

TO: A. E. Shirley
Region 3 Engineer

DATE: March 10, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Preliminary Plans for Review
Traffic Signal Installation
N.C.L. - Main Street (Rogue River) Section
FAS A 368 (Pine Street)
Jackson County

Attached for your review and comments are five copies of preliminary plans for the subject project. On the appropriately stamped copy, please obtain the proper signatures to indicate City approval and return the plans to this office.

This project currently is scheduled for the May 28, 1981 letting.

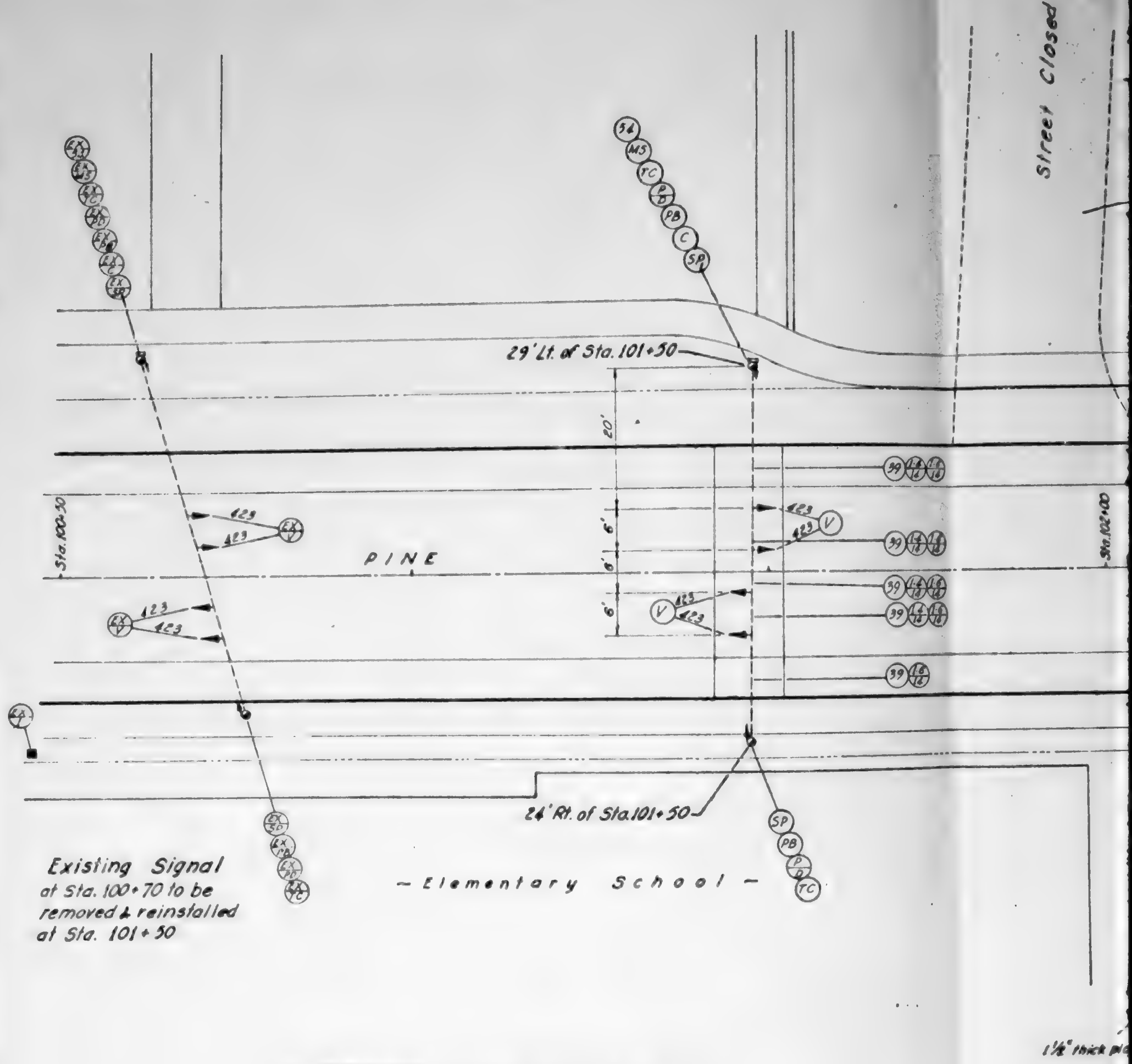
ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

LPD:er

Attachments

cc: ✓Gary Zehner (w/attachment)

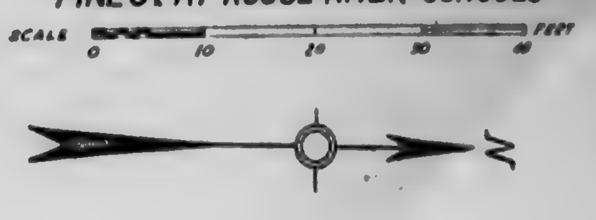

Street Closed
29' Lt. of Sta. 101+50
24' Rt. of Sta. 101+50
Sta. 100+30
Sta. 102+00
PINE
— Elementary School —
20'
6'
6'
6'
423
V
39
SP
SP1
PB
P/D
TC
C
MS
EX
1½" thick pla

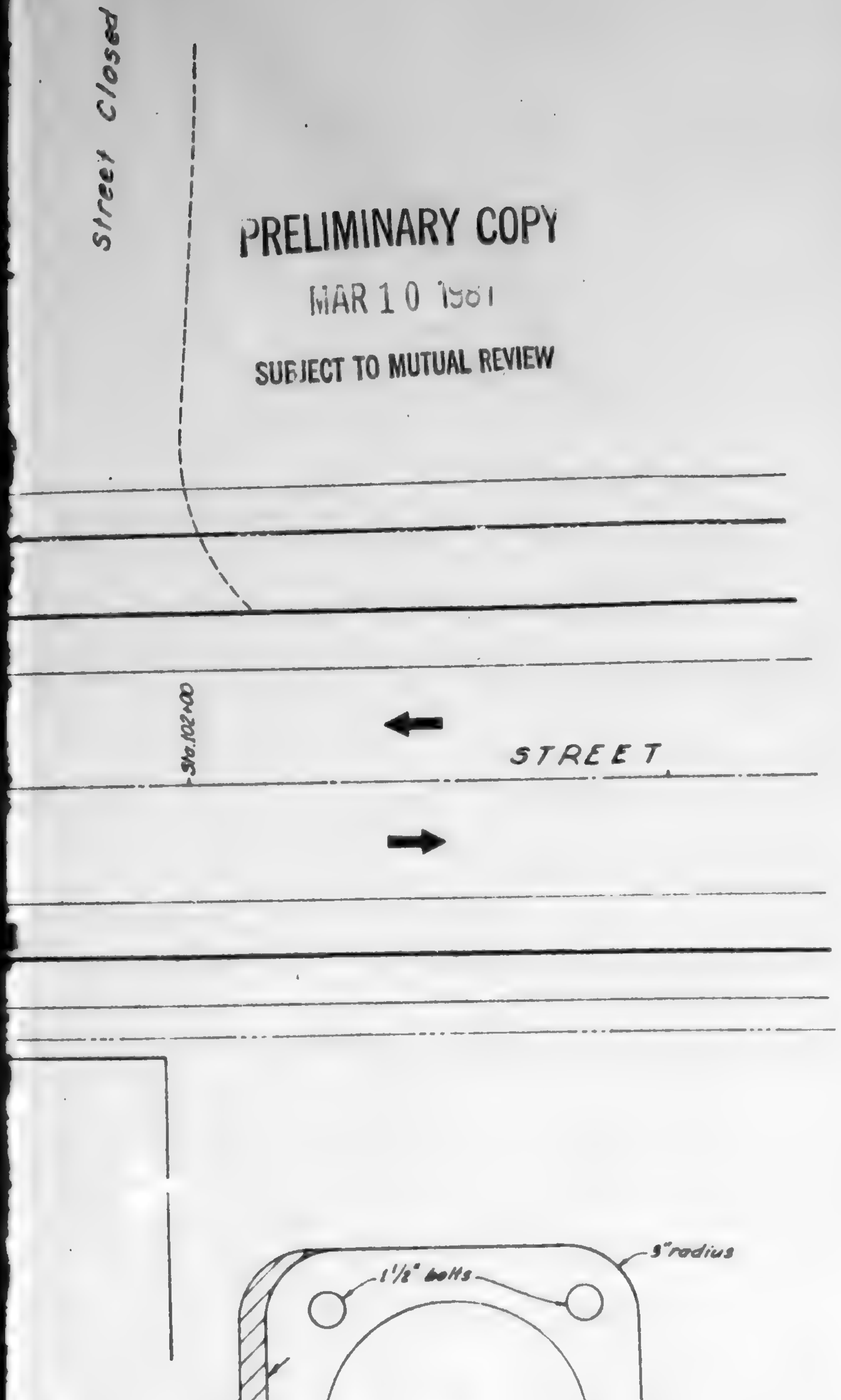
Existing Signal
at Sta. 100+70 to be
removed & reinstalled
at Sta. 101+50

POLE FOUNDATION DATA

Pole Number	Foundation Depth	Vertical Reinforcing
SP	5'6"	8 No. 6 bars, grade 40 or 60
SP1	5' 6"	8 No. 6 bars, grade 40 or 60

SIGNAL PLAN
PINE ST AT ROGUE RIVER SCHOOLS



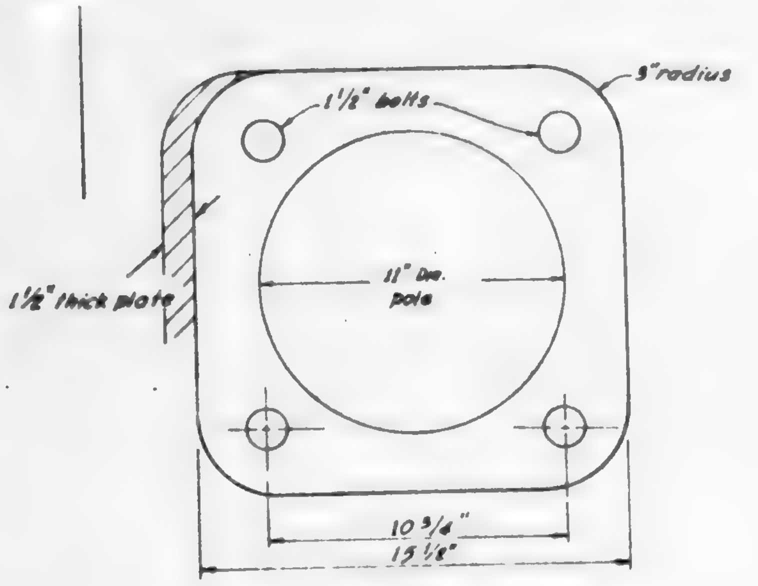


PRELIMINARY COPY
MAR 10 1981
SUBJECT TO MUTUAL REVIEW

LEGEND

EX/1	Existing power pole (power source)
39	Install 3/8" galvanized steel messenger cable
EX/SP	Existing 26' strain pole (Remove)
EX/SP1	Existing 28' strain pole (Remove)
EX/C	Existing pedestrian actuated controller in Type G cabinet (Remove)
EX/PB	Existing pedestrian pushbutton with sign (Remove)
EX/PD	Existing Type D pedestrian signal (Remove)
EX/TC	Existing terminal cabinet (Remove)
EX/MS	Existing meter service (Remove)
EX/54	Existing service cabinet with 30 amp breaker (Remove)
EX/V	Existing vehicle signal head (Remove)
SP	Reinstall 26' strain pole
SP1	Reinstall 28' strain pole
C	Reinstall pedestrian actuated controller in Type G cabinet
PB	Reinstall pedestrian pushbutton with sign
P/D	Reinstall Type D pedestrian signal
TC	Reinstall terminal cabinet
MS	Reinstall meter service
54	Reinstall service cabinet with 30 amp breaker
V	Reinstall vehicle signal head
X-N/G	Install (X) - (N) wire No. (G) control cable(s)

N = Number shown
G = AWG wire size
X = Number of cables
423 = 12" R, 8" Y, 8" G



POLE BASE DETAIL
(FOR RELOCATION OF EXISTING POLES)

[illegible] DIVISION

APPROVED:
L. E. George
3/10/81
DATE

TRAFFIC SIGNAL INSTALLATION
N.C.L. - MAIN ST. (ROGUE RIVER) SEC.
FAS A 368 (PINE ST.)
JACKSON COUNTY

DATE February 1981

DESIGNED BY: JP
CHECKED BY: MZ

TE DWG NO. 2422

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 515

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-A368(3) Prefix 515-1967

Project Name N.C.L. - Main St. (Rogue River)
Pine Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAR - 4 1981
M AM ADM RBR CA RS
F
PMS AS CE OS TA HUc
0 1 2 3 4 5

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Roseburg Oregon, this 3rd day of March, 1981

R/W acquired by State.

Certified by:
Regional Right-of-Way Supervisor
Date 3/3/81

City of ____________

____
Mayor

____
City Recorder

Instructions: Complete A or B and C.
R/W File No. ________

9363

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO 6-2

February 13, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90147
Project No. RS-A368(3)
N.C.L.-Main St. (Rogue River) Section
Jackson County

Attached data consists of PR-1 forms with project maps.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $613,600 with an obligation of $541,000 in Federal funds in accordance with the approved Certification Acceptance Plan.

CL:bkc
Attachments

cc: A. Shirley (Region 3)
H. Reynoldson
Lou Olson
General Files

Form 734-3122

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

2-13-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65 Co. Rd., Pine St. in Rogue River	ADT	PRESENT 5,500	FUTURE (66) (70) -----	YEAR (71) (72) ---	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62 Gr., Dr., H-T Pave.	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 RS- NUMBER 7 A368

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Jackson			
	NAME OF URBAN AREA 17-31 ------	ROUTE NO. S	FEDERAL-AID A368 (32)	STATE Co. Rd. (36)	U.(37) ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.18%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) 6201		"N.C.L.-Main St. (Rogue River) Section"	0.49	613,600	541,000	36,300	36,300 (C

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	0.49	613,600 (16) (23)	541,000 (24) (33)	36,300	36,300 (C
1	14	PROGRAM APPROVAL DATES 10-13-78 10-04-79					REMARKS Additional Data: See item N RS-A368(1)	

5151967

Budget Bureau No. 41-R2067; Approval Expires February 28, 196

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

2-13-81

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., Pine St. in Rogue River 65		5,500	----- (66) (70)	--- (71) (72)	10	Oregon	41 (2) (3)	075 (4) (9)	90147 (14) (18

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
ave. 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	RS- 14 23	A368 7 13	(3) (24) (26)	27

Rural Secondary

COUNTY NAME: Jackson
CODE: 029 (16)

ROUTE NO.: S
FEDERAL-AID: A368 (32)
STATE: Co. Rd. (36)
U.S.: (37) ---- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.18%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
E								
OW								
ONST ODE) 201		"N.C.L.-Main St. (Rogue River) Section"	0.49	613,600	541,000	36,300	36,300 (Co.)	
C.L.		PROJECT TOTALS	0.49	613,600 (16) (23)	541,000 (24) (33)	36,300	36,300 (Co.)	

ROVAL DATES
10-13-78
10-04-79

REMARKS
Additional Data: See item No. 90147 Project Nos.
RS-A368(1) & RS-A368(2).

-over-

USCOMM DUSCOMM-DC 48905-PC

NCL-Main St. (Rogue River) Section
Project No. RS-A368(3)

Project Data: Work under this project consists of grade, drain high-type pave, curbs and sidewalks necessary to widen the existing facility to provide for a 36-foot curbed roadway with 5-foot sidewalks each side and incidental work common to this type of project. Adjust utilities as required.

Accommodation of Utilities: A State - County agreement in compliance with paragraph 6d(1) of PPM 30-4.1 was executed on May 1, 1979.

Maintenance: A State-County agreement in compliance with Section 116, Title 23 U.S.C. was executed on May 1, 1979.

Note: This project is in Congressional District No. 4.

9303

2-13-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A368(3)

STATE PROJECT NO. See below

FROM:
E.J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90147

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO [illegible]
FOR

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED 2/13/81

DATE AUTHORIZATION EFFECTIVE 2/13/81

FEDERAL ROUTE NUMBER Secondary A368

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
NCL - Main Street (Rogue River) Section

GENERAL DESCRIPTION OF WORK:
Grade, drain and pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/13/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $613,600 Federal Funds $541,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

DATE 2/13/81

SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

TITLE for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-855

9303

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 13, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90147
Project No. RS-A368(3)
N.C.L.-Main St. (Rogue River) Section
Jackson County

Attached data consists of PR-1 forms with project maps.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $613,600 with an obligation of $541,000 in Federal funds in accordance with the approved Certification Acceptance Plan.

CL:bkc
Attachments

cc: A. Shirley (Region 3)
H. Reynoldson
Lou Olson
General Files ✓

Form 734-3122

9323

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 7-4

DATE: October 23, 1980

TO: J. H. Versteeg
Engineering

FROM: Anthony J. George, Engineering Coordinator Tony
Environmental Section

SUBJECT: Noise Study Reports for Plans
and Specifications Preparation

Attached are completed noise study reports. These are being forwarded so that pertinent noise data may be incorporated in the preparation of project plans and specifications.

This submittal is not our noise clearance memo.

JAG:TP:ct

Attachments: Noise Study Reports:

1. Nehalem River-Wheeler O'Xing, Oregon Coast Highway, Tillamook County.
2. Nehalem River Bridge, Oregon Coast Highway, Tillamook County.
3. Dougherty Slough Bridge (MP 65-65.3), Oregon Coast Highway, Tillamook, Tillamook County.
4. N.C.L.-Main Street, Pine Street, Rogue River, Jackson County.
5. Windsor Island Road-N. River Road, Olson Street, Marion County.
6. Wallace Bridge-Upper Salt Creek Road, Salem-Willamina Highway, Polk County.

RECEIVED
copy
copy
ROAD DESIGN
SECTION

Contains Recycled Materials
81-125-1387

SP*75683-125

NOISE STUDY REPORT

North City Limits-Main Street
Pine Street
City of Rogue River
Jackson County

Prepared by:

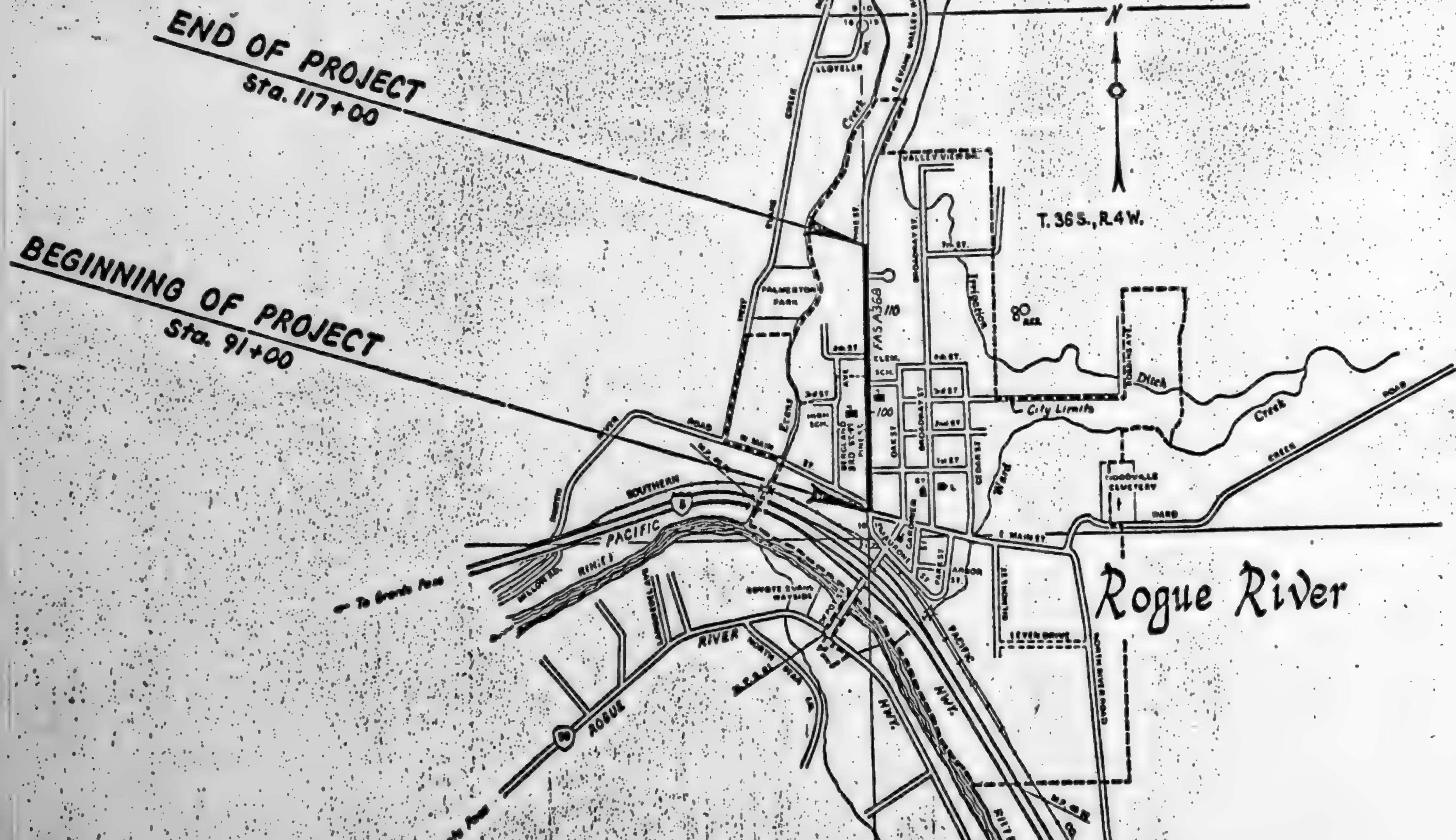
Oregon Department of Transportation
Technical Services Branch
Ted Pallister, Acoustical Engineer

September 1980

N.C.L. – MAIN ST. (ROGUE RIVER) SEC.

FAS A368 (PINE ST.)

JACKSON COUNTY


END OF PROJECT
Sta. 117+00
BEGINNING OF PROJECT
Sta. 91+00
N
T. 36 S., R. 4 W.
FAS A368
100
110
80
PALMERTON PARK
Evans
Creek
BROADWAY ST.
OAK ST.
E. MAIN ST.
City Limits
Ward
Ditch
Creek
SOUTHERN
PACIFIC
ROGUE
RIVER
HWY.
To Grants Pass
To Grants Pass
Rogue River

North City Limits-Main Street
City of Rogue River
Jackson County

PROJECT DESCRIPTION

The project is a widening of an existing 2 lane road (Pine Street) from Main Street to the North City Limits. The project will continue to be a 2 lane facility with paved parking lanes and curbs. Project length is .5 miles from station 91+00 to station 117+00. This is a FHPM 7-7-3, Type 1B project.

LAND USE

Project area land use is commercial, residential and public use facilities.

Pine Street from Main Street to 1st Street is commercial. The remainder is residential except for public use facilities. These include a church, elementary school, middle school, school library, and several outdoor activity areas (playgrounds, tennis courts, etc.). See Figure 1.

TRAFFIC NOISE ANALYSIS

The evaluation of traffic noise is required by the Federal Highway Administration, Federal-Aid Highway Program Manual 7-7-3. For this project, there are two criteria by which traffic noise impacts will be determined. These are discussed below.

1. Design Noise Levels - Design noise levels are established according to various types of land use (see Table 1). Activity Category "B" is of special concern since it includes the exterior noise levels at residences, churches, schools, and parks. The design noise level for this category is Leq 67 dBA. Another design noise level concern is that of Activity Category "E". This level (Leq 52 dBA) applies to the interior spaces of residences, churches, and schools.*

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*If the building has windows which can be opened, a difference between the exterior and the interior noise levels is assumed to be 10 dBA. Thus, an interior level of Leq 52 dBA will correspond with an exterior level of Leq 62 dBA.

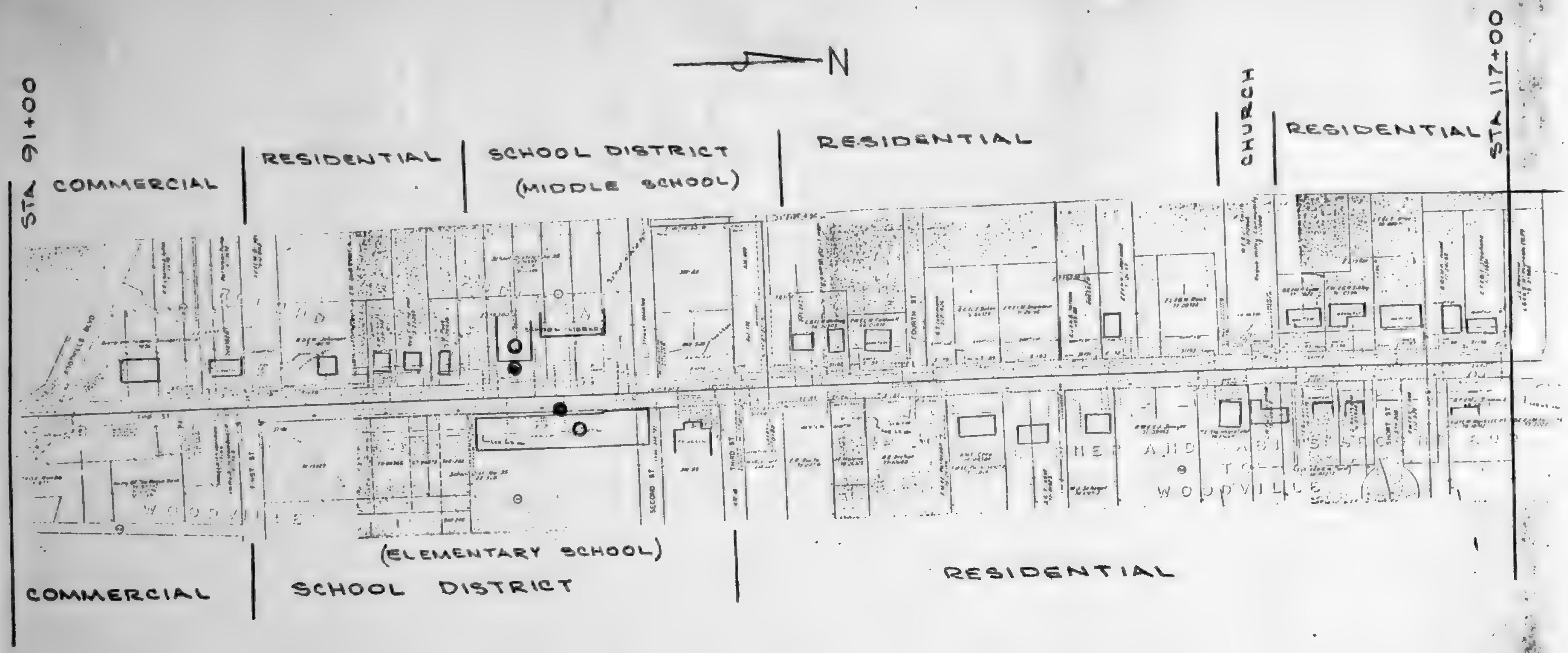

N
STA 91+00
STA 117+00
COMMERCIAL
RESIDENTIAL
SCHOOL DISTRICT
(MIDDLE SCHOOL)
RESIDENTIAL
CHURCH
RESIDENTIAL
FIRST ST
SECOND ST
THIRD ST
FOURTH ST
SHORT ST
WOODVILLE
(ELEMENTARY SCHOOL)
COMMERCIAL
SCHOOL DISTRICT
RESIDENTIAL

FIGURE 1

LAND USE AND MEASUREMENT SITES

North City Limits-Main Street
Pine Street-Rogue River
Jackson County

● MEASUREMENT SITE (EXTERIOR)
○ MEASUREMENT SITE (INTERIOR)

TABLE 1

FEDERAL HIGHWAY ADMINISTRATION DESIGN NOISE LEVEL STANDARDS

Activity Category	Design Noise Levels $L_{eq}(h)$	Description of Activity Category
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	For requirements on undeveloped lands see paragraphs 11a and c.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

2. Noise Increase Criteria - When the predicted traffic noise substantially exceeds the existing sound levels, by 10 dBA, a traffic noise impact is said to occur.*

Traffic noise projections were made with the FHWA prediction model (FHPM RD-7-7-108). This model computes noise levels using automobile volumes, truck volumes, vehicular speed, and distance from the roadway. Traffic data for the year 1980 and 2000 Build and No-Build is presented in Table 2.

The noise descriptor used on this project is the Leq, which is the average hourly sound level. The Leq noise level contains the same acoustic energy as the time varying sound level within the same time period.

Existing Noise Level

The existing noise level is used to quantify the existing acoustical environment and provide a base for assessing a noise level increase. In addition, the existing measured noise level is used to verify predicted noise levels.

Existing noise levels were measured in September 1980. The measurement systems used meet the requirements for Type 2 instruments as forth in ANSI Standard S1.4-1971 and specified in FHPM 7-7-3. Traffic counts, speed determinations, microphone locations, and results of the measurements are summarized in Table 3. Figure 1 shows the approximate location of the measurement sites.

Noise measurements were taken at the elementary school and the middle school library. These were simultaneous measurements with 1 microphone located within the building the other outside, 10 feet from the building. 2 measurements were taken at each location, one with windows open and the other with windows closed.

---

*Sound level increases of about 3 dBA can be assumed to be the smallest change readily detectable by people. A 10 dBA increase is usually perceived as a doubling of loudness.

TABLE 2

PEAK HOUR TRAFFIC DATA 1980 and 2000 BUILD AND NO-BUILD

Roadway Configuration	Year	Auto	Med. Truck	Heavy Truck	Speed (mph)
No-Build	1980	462	12	13	22
(Existing)	2000	740	19	20	19
Build	2000	740	19	20	22

TABLE 3

NOISE MEASUREMENT SITE
TRAFFIC AND MEASURED SOUND LEVELS

Location		Distance to Roadway Centerline (ft)	Traffic Data			Speed (mph)	Measured Value (Leq dBA)
			Auto	Med. Trk.	Hvy. Trk.		
Elementary School (Room 10)	Windows Open						
	Exterior	25	422	15	6	20-25	65.6
	Interior	--	422	15	6	20-25	47.7
	Windows Closed						
	Exterior	25	376	9	9	20-25	64.3
	Interior	--	376	9	9	20-25	39.4
Middle School	Windows Open						
	Exterior	50	214	3	11	20-25	60.2
	Interior	--	214	3	11	20-25	45.4
	Windows Closed						
	Exterior	50	229	14	9	20-25	61.7
	Interior	--	229	14	9	20-25	36.9

Measured noise levels, 50 feet from the roadway centerline (the outside measurement at the library) was 61.7 and 60.2 dBA. The interior noise level at the library was a 36.9 dBA with windows closed and a 45.4 dBA windows open. The level at the elementary school, interior was a 39.4 dBA windows closed and a 47.7 dBA windows open.

Through a comparison of the interior and exterior measurement noise levels, the structures exterior wall Sound Transmission Loss (STL) is defined. The cinder block wall of the elementary school with approximately 30% single glazed 1/4 inch glass windows has a STL of 25 dB, windows closed. With windows open the STL is 18 dB. The library's brick wall with approximately 20% single glazed 1/4 inch glass windows has an STL of 26 dB, windows closed and 15 dB windows open.

It should be noted that the number and type of vehicles during the measurement period, does not represent the traffic volume creating the worst noise condition. Therefore, the measured values are not the highest which could occur.

The worst noise level condition was computed using the peak hour traffic volume. The measured levels were adjusted to reflect this condition. These values are presented in Table 4.

FUTURE NOISE LEVELS

The minimum distance at which Federal design noise levels would be exceeded was calculated for year 2000 Build and No-Build traffic conditions. The year 2000 Build Leq 67 dBA contour for the exterior activity criterion was computed to be within 50 feet of the roadway centerline. The Leq 62 dBA contour for the interior activity criterion was computed to be 70 feet of the roadway centerline Build and 60 feet No-Build. Future interior noise level for the elementary school will be 51 dBA with windows open and 44 dBA windows

TABLE 4

Measured and Computed Noise Levels Existing 1980 and Build/No-Build 2000 (Leq dBA)

Site/Distance	Measured (1980)	Computed (1980)	Build (2000)	No-Build (2000)
Interior (Elementary School-windows open)	48	49	51	50
Interior (Library windows open)	45	48	50	48
25' from centerline	65 64	67	69	68
50' from centerline	60 62	62	64	63
100' from centerline	--	56	60	59

closed. At the middle school library interior noise levels will be 50 dBA windows open and 41 dBA windows closed (see Table 4).

NOISE IMPACTS

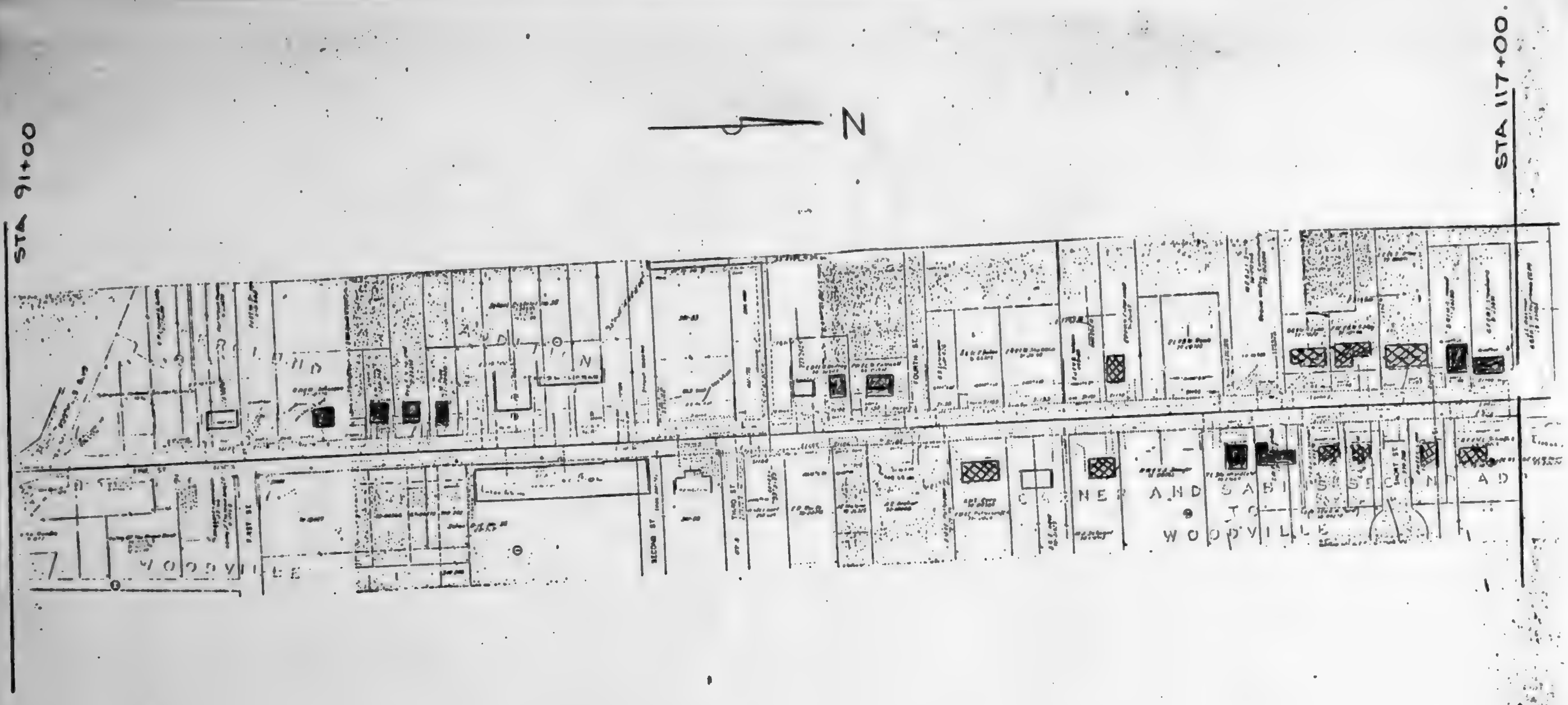
A noise impact occurs when the predicted traffic noise level exceed the exterior or interior design noise level for a particular activity or land use, or when the area experiences a 10 dBA traffic noise increase. A comparison of the existing and predicted future noise level indicates a noise increase of 1 to 2 dBA. Therefore, a 10 dBA noise increase will not occur. At present within the project area there are 3 residences impacted by excessive interior traffic noise levels. In the year 2000 for the No-Build (existing roadway), there will be 10 residences impacted by excessive interior traffic noise levels. (See Figure 2).

For the Build, year 2000, there will be 20 residences impacted by excessive interior traffic noise levels.

NOISE MITIGATION

Noise abatement measures considered to reduce or eliminate adverse noise impacts include: (1) consideration of traffic management, i.e., prohibition of certain vehicle types, time use restriction for certain vehicles (trucks), modified speed limits, modified lane designations, etc., (2) alternative road design, (3) the acquisition of real properties to serve as a sound buffer zone, and, (4) the installation or construction of noise barriers or devices.

The implementation or selection of a noise abatement measure must consider the overall benefits of mitigation and any adverse effects or other conflicting values, such as economic reasonableness, highway safety, esthetic impacts, and others.


STA 91+00
N
STA 117+00
FIRST ST
SECOND ST
THIRD ST
FOURTH ST
SHORT ST
WOODVILLE
CASNER AND SABIN'S SECOND AD TO WOODVILLE

■ RESIDENTIAL STRUCTURES WHEREIN THE Leq 52 dBA INTERIOR DESIGN NOISE LEVEL WILL BE EXCEEDED YEAR 2000 NO-BUILD

▨ ADDITIONAL RESIDENTIAL STRUCTURES WHEREIN THE Leq 52 dBA INTERIOR DESIGN NOISE LEVEL WILL BE EXCEEDED YEAR 2000 BUILD

FIGURE 2

NOISE IMPACTED RECEPTORS

North City Limits-Main Street
Pint Street-Rogue River
Jackson County

TRAFFIC MANAGMENT

Various forms of traffic management measures were considered for their noise abatement potential.

--Prohibiting certain vehicle types (trucks) was considered but judged impractical as it would interfere with a major purpose of the highway.

--Restricting times of truck use was also considered but judged impractical as above.

--Modification of speed limits were considered. A lowering of the average speeds for the same volume of traffic can reduce the noise level 3 dBA. To accomplish this, traffic speed would have to be reduced 10-15 mph. Such a speed reduction is unattainable, as the project is within a school zone and is already signed for minimum speed.

ALTERNATIVE ROAD DESIGN--changes in vertical and/or horizontal roadway alignment.

--The project uses the existing vertical and horizontal alignment. Any change is judged economically unfeasible.

REAL PROPERTY ACQUISITION--NOISE BUFFER ZONES

--Acquisition of property as a buffer zone was judged impractical. Properties listed as impacted would have to be purchased and moved. Such an activity would generate sociologic and economic impacts greater in magnitude than the project itself.

--For undeveloped property, implementation of a noise buffer zone is the responsibility of the cognizant land use agency.

SOUND BARRIER

--Reduction of noise levels may be accomplished with sound barriers, such as walls or earthen berms. Sound barriers should of sufficient height to break the line-of-sight from the sound source and the sound receiver. They should be long enough or situated to prevent flanking that is sound emanating around the ends of the barrier. The barriers should be designed to prevent sound transmission through the barrier and thereby reaching the receiver.

Sound barriers should be free of openings which would allow a direct sound path to the highway. Often, required vehicle and pedestrian access (driveways and sidewalks) restrict the use and effectiveness of barriers. This is the situation for this project. No barriers are feasible at any of the impacted residences due to requirement for local access.

Therefore, no noise mitigation is provided for this project.

CONSTRUCTION NOISE

Areas adjacent to the project will also be exposed to additional noise during construction. This noise will be emitted by the operation of various construction equipment. Figure 3 shows the typical range of operational noise at 50 feet for equipment which might be used during project construction.

As indicated in Figure 3 adjacent areas could be exposed to high noise levels during project construction. Although of a temporary nature, the additional noise can be quite annoying. This is especially true during the quieter nighttime hours. Therefore the following restrictions will be included in the project construction specifications:

1. No construction activity shall be performed within 1000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

Should a noise impact complaint occur during the construction of the project, additional mitigating measures may be required. These may include:

--Locating stationary construction equipment as far from nearby noise sensitive properties as possible.

--Shutting off idling equipment.

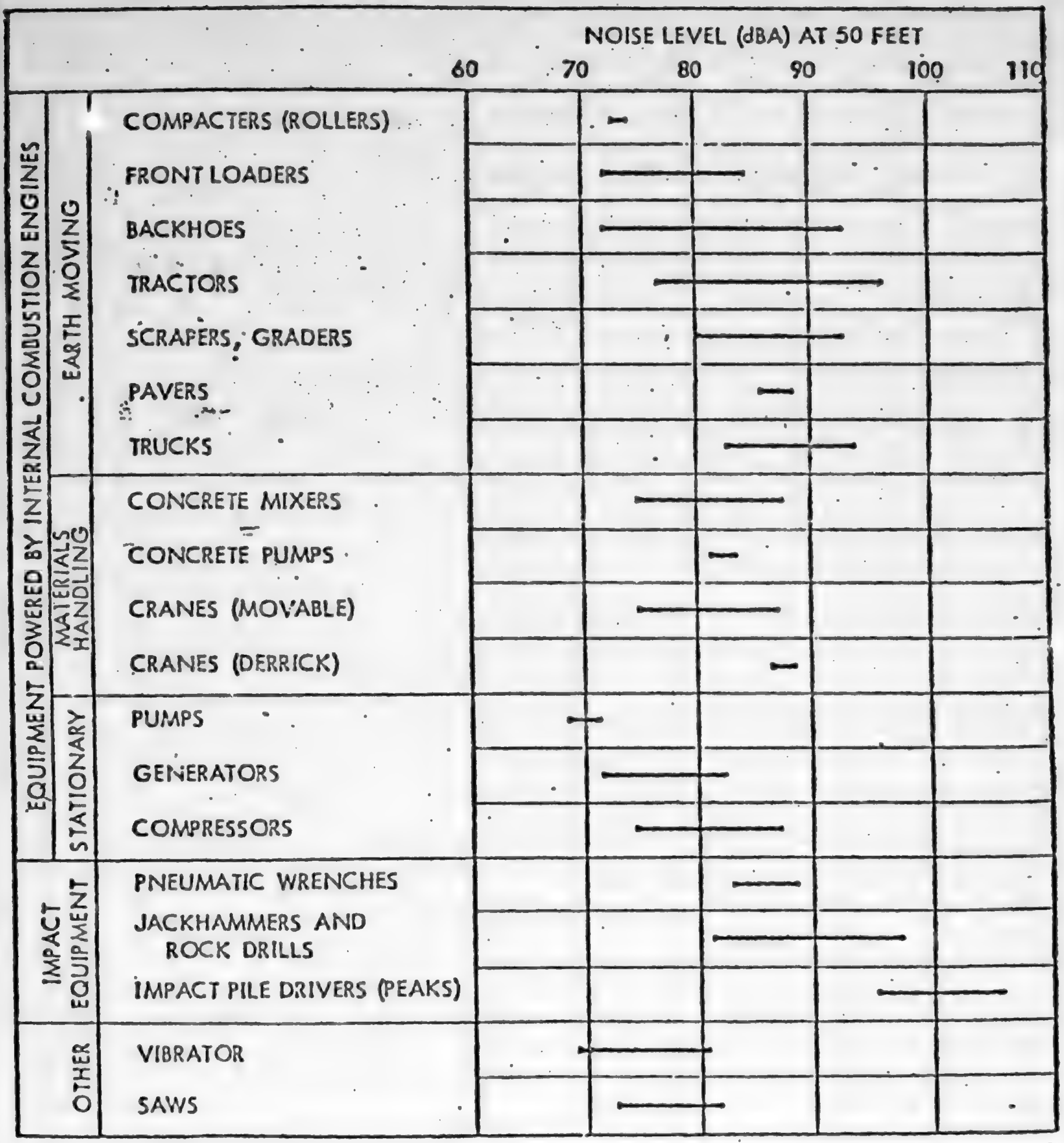
--Scheduling construction operations near the middle of the day.

--Notifying nearby residents whenever extremely noisy work will be occuring.

--Placing permanent or portable acoustic barriers around stationary construction noise sources.

Figure 5

Construction Equipment Noise Ranges



LOCAL COORDINATION

To date, no communication has taken place with local officials concerning the project noise impacts.

A copy of this report and a copy of FHWA policy regarding limitations on noise mitigation for future development FHPM 7-7-3) will be forwarded to the Planning Department of Jackson County and the City of Rogue River. These reports can be used to aid local jurisdictions in planning future land use of properties within or in the immediate vicinity of the project.

7363

STATE OF OREGON

INTEROFFICE MEMO

ROW 12

TO: Neil Flanagan
Reg. R/W Supervisor
REGION 3

DATE: September 29, 1980

FROM Adele L. Egan
R/W Office Unit Supervisor

SUBJECT Files 51506 & 51505
N.C.L.-Main St. (Rogue River) Sec.
North Pine Street
Jackson County

Attached are two copies each of two revised Option forms covering Easements for slopes and sidewalks to be acquired in connection with the N.C.L.-Main Street (Rogue River) Section of North Pine Street in Jackson County.

The Federal Aid Project Number is RS-A368 (2).

These descriptions have been revised to add sidewalk to the easement and the area has been changed to reflect the right of way width.

Enclosed for your information are copies of two Revision Requests.

We are attaching three prints of a section of Map 9B-17-10 covering this area and bearing our date of September 26, 1980.

File No.	NAME	Area
51505	Mary [illegible] Schlegel	108 sq. ft.
51506	Ralph W. and Valerie J. Sawyer	52 sq. ft.

AC:nn
Enc. 2 Options, etc.
cc: A. Shirley/2 prints
Appraisal/1 print
F. Lowe
Title/1 print
A. Riveness/Exhibit
Don Harwell

[illegible]

Contains Recycled Materials
81-125-1387

Do DonH.

7323

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

August 11, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Revised Project Data Submission
Item No. 90147
Project No. RS-A368(2)
NCL-Main St. (Rogue River) Section
Jackson County

Enclosed is revised project data consisting of PR-1 forms and right-of-way roll map No. 9B-17-10 for the subject project.

I request authorization to proceed with the actual acquisition of the right-of-way all phases at an estimated total cost of $45,000 with an obligation of $36,660 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed copy of right-of-way map 9B-17-10. No relocation assistance is involved.

A copy of the State Clearinghouse A-95 review conclusions has been forwarded previously.

CL:bke
Enc.

cc: J. Boyd
F. Lowe
H. Reynoldson

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)
REV. 8-11-80
6-10-80

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Pine St. in Rogue River 65	ADT	PRESENT 5,500	FUTURE ---- (66) (70)	YEAR ---- (71) (72)	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Right of Way Acquisition 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 RS- 23 NUMBER 7 A368

CARD	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Jackson			
	NAME OF URBAN AREA 17-31 ----	ROUTE NO. S	FEDERAL-AID A368 (32)	STATE Co. Rd. (36)	U.S. (37) --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		"NCL-Main St.(Rogue Riv.) Section"					
5					ROW			0.43	45,000	39,660	2,670	2,670 (Co
5					CONST (CODE)							

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	0.43	45,000 (18) (23)	39,660 (24) (33)	2,670	2,670 (Co
1	14	PROGRAM APPROVAL DATES 10-13-78 10-4-79				REMARKS	Additional Data,see Project No. RS-A368(1	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)
REV. 8-11-80
6-10-80

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., Pine St. in Rogue River 65		5,500	---- (66) (70)	---- (71) (72)	10	Oregon	41 (2) (3)	075 (4) (8)	90147 (14) (18)

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ition 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	RS- 14 23	A368 7	(2) 13	(24) (26)	27

Rural Secondary	COUNTY NAME Jackson		CODE 029 (10)	PROGRAM STAGE ☐ 1 OR ☐ 2
----	ROUTE NO. S	FEDERAL-AID A368 (32)	STATE Co. Rd. (36)	(37) U.S. -- (41)

ORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
W		"NCL-Main St.(Rogue Riv.) Section"	0.43	45,000	39,660	2,670	2,670 (Co.)	
NST E)								ROW-52'min.; Access control-none Parking Restriction None.
C.L.		PROJECT TOTALS	0.43	45,000	39,660	2,670	2,670 (Co.)	
				(16) (23)	(24) (31)			

AL DATES

10-13-78
10-4-79

REMARKS

Additional Data,see item No. 90147
Project No. RS-A368(1)

--over--

[illegible] - Main St. (Rogue River) Section
Project No. RS-A368(2)

Project Data: Work under this project consists of acquisition of right of way all phases necessary to acquire permanent slope easements required for the future construction to widen the existing facility to provide for 2 travel lanes with 6-foot shoulders.

FHPM 4-1-4 Requirements:
a) State Clearinghouse...A-95 review approval letter dated March 15, 1979.
b) District 8 Clearinghouse...Notice of Intent was submitted to the Clearinghouse on February 9, 1979 and since the Notice has lain before the Clearinghouse more than 30 days without action, it is assumed no adverse review or comments will be received.

FHPM 7-7-2 Requirements: Nonmajor action project based on revised project assessment concurred in by FHWA October 23, 1979.

FHPM 7-7-5 Requirements:
a) Public Hearings...Informational hearings held on July 24, 1979 and August 22, 1979.
b) Location/Design... Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 4
2) No relocation assistance involved.

4303

2.

STATE OF OREGON

INTEROFFICE MEMO

TO: Alfred Shirley, Jr.
Region 3 Engineer

DATE: July 15, 1980

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: N.C.L.-Main Street
(Rogue River) Section
FAS A368 (Pine Street)
Jackson County

NOTED
E. S. HUNTER

Your letter of July 3, 1980, requested that certain right of way files be cancelled.

Cancellation of File 51176 will necessitate the moving of the beginning of the project to Station 93+00. The existing walk already encroaches on this property and we will need to avoid any construction in this area. The existing asphalt curb and walk will not line up with the proposed new curbs and walk.

Cancellation of Files 51178 through 51180, 51181 (Parcels 3 and 4), 51184 through 51193, 51195 through 51199, will result in a 1- to 2-foot fill at the back of the walk with 1:1 to 2:1 slopes.

Attached is a sheet showing the file numbers to be cancelled and the condition that will result from the cancellation. Please advise if these conditions are satisfactory. A teletype response would be appreciated.

JHV:ab
cc: E. S. Hunter
D. E. Swan
H. Wakerlig

RECEIVED
TECHNICAL SERVICES
JUL 15'80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled

9303

FORM 81-734-3030

FAS
FILE A368

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, OR
July 3, 1980
1859

FROM: Alfred E Shirley Jr.
Region Engineer

TO: Hal Versteeg
Road Design Engineer

SUBJECT: Section: N. C. L.-Main St.
Highway: Pine Street
City of: Rogue River
County: Jackson

The following list of files are not needed for this project and should be cancelled:

51178 - Briggs

Only the following listed files are needed for this project, all others can be cancelled:

51177 - Patterson Plumbing Co.

51181 - School District #35; Parcels #1, #2 & #5

51182 - Whitney

51183 - Caldwell

51194 - Smith

51200 - Steinhardt

In addition, two files not listed will be required. Near Engineer Station 110+00R on properties owned by Schegal and Sawyer a small parcel will be necessary for the bicycle path. Please re-examine the cross sections and the detail map submitted with the location to assure the right of way needed is described and purchased.

AES:sgp

cc: J. B. Boyd

✓ Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig copy

RECEIVED
JUL 0 8 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

July 2, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project No. RS-A368(2)
N.C.L.-Main Street (Rogue River) Section
Jackson County
Refer HRW.1-OR

Your letter of June 24, 1980 withheld authorization to proceed with right of way based on your understanding that the right of way plans were in the process of being revised. In checking the status of the plans we find that the only revision made has been adding the letter N to Pine Street to correctly identify the Street as N. Pine Street. No other changes have been made on the plans as currently in your office and no further changes are contemplated.

We feel therefore that authorization to proceed with the actual acquisition of right of way can be given as requested based on the plans previously submitted.

CL:bke
cc: J. Boyd
F. Lowe
H. Reynoldson

Form 734-3122

9303

2.

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: RS-A368(2)
N.C.L. - Main Street (Rogue River Sec)
Jackson County

Date: June 24, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW.1-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Your request for authorization to proceed with right of way acquisition on the subject project is withheld at this time based on our understanding that the right of way plans are in the process of being revised.

G. L. Green

cc:
OSHD (J. Boyd)
(F. Lowe)
(H. Reynoldson)
FHWA (J. Baker)

RECEIVED
STATE HWY ENGR
JUN 25 '80
REFER TO
FOR

Info	Inves	R/D	C.R	Sign	Act	File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

June 10, 1980

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 90147
Project No. RS-A368(2)
N.C.L. - Main St.(Rogue River) Section
Jackson County

Enclosed is data for the subject project.

I hereby request your authorization to proceed with right of way acquisition all phases necessary to acquire permanent slope easements at an estimated total cost of $100,000, with an obligation of $88,150 in federal funds. No relocation assistance is involved.

A copy of the State Clearinghouse A-95 review conclusions has been forwarded previously.

Funds for this project are available from release in obligations by final voucher submission or other actions.

CL:sr
Enclosures

cc: J. Boyd
F. Lowe
H. Reynoldson

Form 734-3122

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

6-10-80

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Pine St. in Rogue River 65	ADT	PRESENT 5,500	FUTURE ---- (66) (70)	YEAR ---- (71) (72)	REGION 10	STATE NAME Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right of Way Acquisition 25 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

PROJECT NUMBER
PREFIX LETTER(S) 14 RS- 23 | NUMBER 7 A368

CARD
CLASS OF FEDERAL FUNDS Rural Secondary
NAME OF URBAN AREA 17-31 ----
COUNTY NAME Jackson
ROUTE NO. S | FEDERAL-AID A368 (32) | STATE Co. Rd. (36) (37) | U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW		"NCL-Main St.(Rogue Riv.) Section"	0.43	100,00	88,150	5,925	5,925(C
5					CONST (CODE)							

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	0.43	100,000 (16) (23)	88,150 (24) (33)	5,925	5,925(C
1	14	PROGRAM APPROVAL DATES 10-13-78 10-4-79					REMARKS	

Additional Data,see
Project No. RS-A368(1

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

6-10-80

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CT LOCATION (45 typewriter spaces) Rd., Pine St. in Rogue River	ADT	PRESENT 5,500	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41
APPN CODE 075	ITEM NO. 90147						

ORK (35 typewriter sition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-	NUMBER A368	SEQ. NO. (2)	I. Projects Only POST MI.	DESIG.

Rural Secondary

COUNTY NAME Jackson CODE 029

ROUTE NO. S FEDERAL-AID A368 STATE Co. Rd. U.S. --

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
OW		"NCL-Main St.(Rogue Riv.) Section"	0.43	100,00	88,150	5,925	5,925(Co)	
ONST (ODE)								ROW-52'min.; Access control-none Parking Restriction None.
C.L.		PROJECT TOTALS	0.43	100,000	88,150	5,925	5,925(Co)	

ROVAL DATES
10-13-78
10-4-79

REMARKS
Additional Data, see item No. 90147
Project No. RS-A368(1)

-over-

USCOMM DUSCOMM-DC 48905-P61

N.C. [illegible] (Rogue River) Section
Project No. RS-A368(2)

Project Data: Work under this project consists of acquisition of right of way all phases necessary to acquire permanent slope easements required for the future construction to widen the existing facility to provide for 2 travel lanes with 6-foot shoulders.

FHPM 4-1-4 Requirements:
a) State Clearinghouse...A-95 review approval letter dated March 15, 1979.
b) District 8 Clearinghouse...Notice of Intent was submitted to the Clearinghouse on February 9, 1979 and since the Notice has lain before the Clearinghouse more than 30 days without action, it is assumed no adverse review or comments will be received.

FHPM 7-7-2 Requirements: Nonmajor action project based on revised project assessment concurred in by FHWA October 23, 1979.

FHPM 7-7-5 Requirements:
a) Public Hearings...Informational hearings held on July 24, 1979 and August 22, 1979.
b) Location/Design... Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 4
2) No relocation assistance involved.

9323

STATE OF OREGON

INTEROFFICE MEMO

DEPT

TELEPHONE

ROW 12

DATE May 15, 1980

TO Neil Flanagan
Reg. R/W Supervisor
REGION 3

FROM: Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: File 51176 and others
N.C.L.-Main St. (Rogue River) Sec.
Pine Street FAS A368
Jackson County

Attached are two copies each of 27 original Option forms covering right of way to be acquired in connection with the N.C.L.-Main Street (Rogue River) Section of Pine Street in Jackson County. This contract is scheduled for letting on November 20, 1980.

The distribution number to be used for the acquisition of these files has not been assigned.

Do not appraise or negotiate until notified by Frank Lowe.

Please send cost estimates for programming purposes to Frank and submit a Relocation Plan to the Relocation Supervisor if one is necessary.

Enclosed for your information are copies of the Authorization List and Mr. Wakerlig's letter of May 9, 1980.

We are forwarding under separate cover three prints of Map 9B-17-10 covering this area and bearing our date of May 12, 1980.

You will find the file number, name and area for each of the files on the attached sheets.

5/2 [illegible] formated [illegible]

AC:nn
Enc. 27 Options, etc.
cc: A. Shirley
Appraisal/Auth. List
F. Lowe
Title
A. Riveness/Exhibit
✓ Don Harwell

PROJECT MANAGEMENT BRANCH
[illegible]
ROUTED TO HAL
[illegible]

DonH

Oregon State Highway Department
DESIGN DIVISION

Sheet No. 1 of 2

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway (Pine Street)(City Street) County (Jackson)

Unit Survey Approved

Section (N.C.L.-Main St. (Rogue River) Sta. 91+00 Sta. 117+00

R/W Map No. 9B-17-10 83-15

Cost Distribution RS-A368 (1)

		CONTROL ACCESS				ACTION					PURPOSE					
File No	NAME 1/41	Complete	Limit Use	Limit Loc	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
✓ 51176	Cedric T. & Dorothy A. Rambo 188 557 270				X	X		X			X	Work Area				
✓ 51177	Patterson Plumbing Co. 300				X			X				Slopes				
51178	Francis V. & Edna M. Briggs 256				X			X				Slopes				
✓ 51179	Richard D. & Mozella Johansen 600				X			X				Slopes				
✓ 51180	Anna I. Schmitt 200				X			X				Slopes				
✓ 51181	School District No. 35, Jackson County, Oregon 13th [illegible] 400 288 0-36				X	X		X			X	Slopes, Sidewalk, Drainage				
✓ 51182	Calvin D. & Effie M. Whitney 230 265				X			X				Slopes & Walk				
✓ 51183	Paul W. & Louise M. Caldwell 400				X			X				Slopes				
✓ 51184	W. H. & Lois I. Hart 32 256				X	X		X			X	Slopes				
✓ 51185	Elizabeth R. Rantz 330				X			X				Slopes				
✓ 51186	Josephine E. Malone 244				X			X				Slopes				
✓ 51187	Alyce E. Archer 550				X			X				Slopes				
✓ 51188	Gracie S. Lehrmann 200				X			X				Slopes				
✓ 51189	Alva C. & Lucelle F. Baker 308				X			X				Slopes				
✓ 51190	Earl R. & Iris M. Shamblin 424				X			X				Slopes				
51191	Edward J. & Nellie E. Nelson 280				X			X				Slopes				
✓ 51192	Ernest F. & Marcella M. Faltersack 412				X			X				Slopes				
✓ 51193	Elwyn L. & Betty M. Rowe 400				X			X				Slopes				

Submitted W. H. Waberlig W. H. Waberlig Date MAY 9 1980
R/W Description Engineer

Approved Date
Assistant Design Engineer

Approved Date

Form E-353 (Rev. 12-66)

Oregon State Highway Department
DESIGN DIVISION

Sheet No. 2 of 2

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway (Pine Street (City Street)) County (Jackson)

Unit

Survey Approved

Section (N.C.L. -Main Street) (Rogue River) Sta. 91+00 Sta. 117+00

R/W Map No. 93-17 10

Cost Distribution

File No	NAME	CONTROL ACCESS: Complete	CONTROL ACCESS: Limit Use	CONTROL ACCESS: Limit Loc.	CONTROL ACCESS: None	ACTION: Purchase	ACTION: Lease	ACTION: Easement	ACTION: Encroach	ACTION: Sale	PURPOSE: R/W	PURPOSE: Stock Pile	PURPOSE: Maintenance	PURPOSE: Gravel Pit	PURPOSE: Quarry	PURPOSE: Park
51194 ✓	William Lee Smith & Jean I. Smith (Rogue Valley Community Church, C.P.) 440		A		X			X				Slopes & Walk				
51195	Gerald G. & Margaret [illegible]. Lyon 380				X			X				Slopes				
51196 ✓	Fred N. & Gwen [illegible]. Sibley 340				X			X				Slopes				
51197 ✓	Lyle [illegible]. & Lee [illegible]. [illegible]lee 340				X			X				Slopes				
51198 ✓	Glen [illegible] & Maxine [illegible]. [illegible] 280				X			X				Slopes				
51199 ✓	Cecil [illegible]. & Bernice [illegible]. Stephens 280				X			X				Slopes				
51200 ✓	[illegible] Lynn Steinhardt, Daniel Fredrick Steinhardt & Sara Jayne Wilson 360				X			X				Slopes				
51201 ✓	Michael T. & Gloria J. Westerman 300				X			X				Slopes				
51202 ✓	Arthur [illegible]. & Mildred [illegible]. Schmock (Vernon J. & LaVerne [illegible]. Marks, C.P.) 576				X			X				Slopes				

Submitted [illegible]. [illegible]. Wakerlig
R/W Description Engineer
Date MAY 9 1980

Approved
Assistant Design Engineer
Date

App[illegible]
Date

Rogue River

April 14, 1980

Mr. Edward McGinty
Jackson County Surveyor
Courthouse, 10 S. Oakdale
Medford, OR 97501

Dear Mr. McGinty:

Attached is a preliminary reproducible copy of Map 9B-17-10 which shows the proposed alignment and the existing culture for the NCL-Main Street section of Pine Street in Rogue River, which is presently being worked up for future contracting.

This map submittal is in keeping with a request by the County Surveyors for advance information on land surveys conducted by the Highway Division.

A final certified reproducible map will be submitted to your office after construction of the project is completed.

Very truly yours,

W. H. Wakerlig. P.L.S.
Right of Way Descriptions Engineer

WHW:cj
Attachment

cc: A. Shirley, Region 3 Engineer

RECEIVED
APR 14 1980
ROAD DESIGN SECTION

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

file

Do Not File ☐
Return To
Bring Up __/__/__
Action

3-80

93e3

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                                                                                 MARCH 1980        PAGE  629
TOTAL TO DATE JOB COST SUMMARY
                                                                                    FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX        FUNCTION   GR  CURRENT MONTH    YEAR TO DATE    TO DATE
                                  514   1980      [illegible] [illegible] P 1                      [illegible]
                                                   TOT        P1                                    [illegible].77
                                                   TOT        111
                                                 ** JOB TOTALS **             **                **  [illegible].18  **

                                                                                                          STATE
MAIN ST-ROGUE RIVER NCL           CONT NO         FA PROJ NOS RS [illegible] 100
                                  [illegible]  [illegible]  [illegible]  [illegible] N 9   [illegible].[illegible]CR  [illegible]CR  17,[illegible]CR
                                  [illegible]  [illegible]  [illegible]  [illegible] N 9   [illegible].[illegible]   [illegible]   17,[illegible]
                                  [illegible]  [illegible]  [illegible]  [illegible] P 1   [illegible]            [illegible]   [illegible]
                                  [illegible]  [illegible]  [illegible]  [illegible] N 1
                                  [illegible]  [illegible]  [illegible]  [illegible] P 1   774.72                 2,[illegible]  2,[illegible]
                                  [illegible]  [illegible]  [illegible]  [illegible] P 1   [illegible]            1,[illegible]  1,[illegible]
                                  [illegible]  [illegible]  [illegible]  [illegible] P 1   11.62                  [illegible]    [illegible]
                                  515   1967        910       [illegible] N 1                                  11.73          11.73
                                  515   [illegible] 911       [illegible] P 1                                  [illegible]    [illegible]
                                  515   [illegible] [illegible] [illegible] P 1    7.92                         15.64          [illegible]
                                  515   [illegible] [illegible] [illegible] P 1
                                  515   [illegible] [illegible] [illegible] P 1                                 [illegible]    [illegible]
                                  515   1967      [illegible] [illegible] P 1      [illegible]                  [illegible]    [illegible]
                                                   TOT        P1             1,645.27                      20,[illegible].62  23,[illegible]
                                                   TOT        111                                          [illegible].11
                                                 ** JOB TOTALS **             1,645.27  **               [illegible].73  **  23,[illegible].65  **

                                                                                                          STATE
SPYCGAGATE RD (WHITE CITY)        CONT NO         FA PROJ NOS [illegible] [illegible] 100
                                  515   1972      [illegible] [illegible] P 1                           [illegible]    [illegible]
                                                   TOT        [illegible]                               [illegible]    [illegible]
                                                 ** JOB TOTALS **             **                         [illegible].31  **  [illegible].31  **

                                                                                                          STATE
US HIGHWAY 97-US HIGHWAY 26       CONT NO         FA PROJ NOS [illegible] [illegible] 100
                                  516   1976      [illegible] [illegible] N 9                            [illegible]CR  [illegible]CR
                                  [illegible]  [illegible]  [illegible]  [illegible] N 9                  [illegible]    [illegible]
                                  [illegible]  1976      910       [illegible] P 1        38.04            [illegible]    [illegible]
                                  516   1976        911       [illegible] P 1                            [illegible]    [illegible]
                                  516   [illegible] [illegible] [illegible] P 1                          [illegible].07 [illegible]
                                  516   1976      [illegible] [illegible] P 1                            [illegible]    [illegible]
                                                   TOT        P1                 38.04                  [illegible].51   [illegible]
                                                 ** JOB TOTALS **                38.04  **              [illegible].51  **  [illegible].31  **

                                                                                                          STATE
SPARKING LOWER GRAVE CR RD        CONT NO         FA PROJ NOS RRS [illegible] 100
                                  517   [illegible] [illegible] [illegible] N 9                                         [illegible]CR
                                  517   [illegible] [illegible] [illegible] N 9                             [illegible]
                                  517   [illegible] [illegible] [illegible] P 1                 64.21       3.[illegible]
                                  517   [illegible] [illegible] [illegible] P 1                                   [illegible].07
                                  517   [illegible]   914     [illegible] P 1                                     111.67
                                  517   [illegible]   916     [illegible] P 1
```

4303

2,

AGR

INTEROFFICE MEMO

STATE OF OREGON

Highway Division
DEPT

TELEPHONE

TO Neil Flanagan
Region 3 R/W Supv.

DATE March 31, 1980

FROM Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Services Agreement #153
Pine St.(Rogue River)
NCL - Main Street
Jackson County

MISC. CONTRACTS and
AGREEMENTS No. 7028

Attached is an original of the subject agreement for transmittal to the County and a copy for your files.

The project will be programmed.

AE
mp
Attach.

cc: Finance, w/c
Comm. Serv., w/orig.
Local Gov't Programs, w/c
A. Shirley Jr., w/c
Description, w/c
Title, w/c
Property Management, w/c

9303 11 79

SECTION: N.C.L. - MAIN ST. (ROGUE RIVER) Section
HIGHWAY: PINE STREET FAS-C A368
COUNTY: JACKSON
PREFIX: 515-1967
RES. ENG.: RON BUSEY

LOCATION NARRATIVE AND SPECIFICATIONS

SCOPE: This is a county initiated project on a county road located within the City of Rogue River. It is to be constructed with FAS-C funding and built to city street standards.

The project is located in the westerly portion of the City of Rogue River. It is called Pine Street within the City and is a part of E. Evans Valley Road (FAS-C A368). The southerly terminus, sta. 90+90.09, is located at the intersection of the project with Main Street, M.P. 0.27. The northerly terminus, sta. 119+00, is located just north of the intersection with Short Street, M.P. 0.80.

The total length of the project is 0.53 mile.

The ADT based on 1977 tables is 5,100. There is quite a bit of truck traffic included is this count as there are logging activities in the upper Evans Creek area. Also a developing community at Wimer creates other commercial traffic. See attached traffic count data.

SETTING: The project is located in an area which includes commercial development at the southerly end of the project, two schools near the center of the project, and residential use mostly north of schools. The schools are an elementary school on the east side of the street and a middle school directly across the street to the west.

The commercial development includes a bank, savings and loan, and professional offices.

The properties along the route are mostly developed and only modest additional development can be expected within the project limits. Heavy residential development is occuring north of the project in the Wimer area which will result in increasing traffic load in the future.

The terrain is uniform with drainage to the west towards Evans Creek which parallels project. The street is lined with numerous trees of many varieties which includes black oak, cedar, pine, fir and other miscellaneous types. There are a number of very large oaks in front of the middle school.

HISTORY, BACKGROUND & PUBLIC INPUT : This project is a number one priority project on Jackson county's five year plan. The City also is supportive of this number one status.

The county application called for a 40 foot curb to curb section with 6 foot concrete walks on both sides. The road bed was to include two 12 foot travel lanes and two 8 foot parking lanes. Because we were aware of some opposition to the removal of the trees we held an informational public hearing to determine the local feeling on the project.

There are about fifty property owners along the project and a good percentage of those attended the hearing. Of the fifty plus people that attended this hearing nearly 100% were in favor of the project but did not feel that all the width planned was necessary as this would require removal of twenty-five or more trees along the route. We advised that we could not narrow the travel lanes and still get FHWA participation but we could reduce other portions of the typical section. They wanted to eliminate the parking and narrow up the side walks and do all that was possible to save the trees. It was even suggested that the sidewalk only be built on one side.

I worked up a revised plan utilizing a 36 foot section and 5 foot sidewalks on both sides that called only for the removal three trees. We also had to meander the sidewalk to avoid the trees in front of the school. The school agreed to provide easements for the additional property needed for the walks. We held a second hearing and presented the revised plan. It was received very well and we obtained unanimous support. The region construction engineer discussed the plan with FHWA area engineer who felt it would be acceptable.

I would like to emphasize the importance of avoiding the cutting of the trees. The opposition to the cutting of any trees was nearly 100% so every effort must be made to avoid the trees.

TYPICAL SECTION: As discussed above the typical section was revised from the original 40 foot curb to-curb width to 36 feet due to a public desire to save as many trees as possible. The typical approved will be as follows:

two 12 foot travel lanes
two 6 foot shoulder/bicycle
36 foot curb to curb width

There will be type "A" curb and gutter with a 4½ foot concrete walk on both sides throughout the project. The sidewalk will be separated from the curb in several areas to permit the preservation of trees.

The surfacing depths are as follows:

4.0"	Class "B" asphaltic concrete
*12.0"	Soil cement
16.0"	TOTAL

*This includes 4.0" crushed aggregates to be mixed with the native material.

This heavy section resulted from a fairly high truck count in the area.

HORIZONTAL ALIGNMENT: The construction centerline is centered between the existing property lines throughout most of the project. We had to shift the construction centerline one foot to the right between stations 110+00 and 114+00 to avoid a large pine tree at 112+77 left.

There are no curves on this project. Coordinates and bearings are obtained from a tie to the freeway (I-5) drawing 8B-6-4.

The centerline was established in a survey of this area in 1977 by Jackson County. With the exception of the centerline shift we used their line.

VERTICAL ALIGNMENT: There are only minor changes from the existing grades. I raised the grade some to better match adjacent property in a couple of spots. The maximum grade is 1.38%. We have made some improvements in the grade lines by smoothing minor undulations in the existing grade. Profile grade is carried at centerline. Since there are no major grade changes driveway problems will be kept to a minimum.

RIGHT OF WAY : The existing right of way throughout the project is 52 feet (26' each side of centerline) and since the width of the typical section is 46 feet a minimum of construction easements will be required. The school district has agreed to provide the necessary easement to permit the construction of the sidewalks behind the row of large oak trees in front of the middle school. No purchase of additional right of way is anticipated.

There is some problem as to the existing right of way width. One or two of the property owners feels his property comes closer to the roadway centerline than the 26 feet we are claiming to own. A couple of others claim their fences are not on the right of way even though measurements show less than 26 feet from centerline.

We have obtained all pertinent surveys and plats in the area and they all show 52 or more feet of right of way with one exception. Survey 7413 done in 1978 by G. V. Nygren shows 50 feet from Main to Third Street but all other evidence shows 52 feet. I obtained a 1913 plat of the Berglund addition and it indicates 52 feet in this area.

In 1977 Robert B. Weigand surveyed most of the city and set monuments at the intersections. In surveys 6746 and 6747, which cover this area, he shows 26 feet on each side of centerline for a total of 52 feet.

I did some research on the deed of one property owner, Calvin F. Whitney tax lot 2500, who claimed that his line was closer that 26 feet from the center of the road. I obtained the description from his deed and also obtained a copy of a portion of county road map (J-4-8) for the area in question. Both these documents show the R/W to be 30 feet wide to the west of the road. All other surveys and assessor's map show 26 feet each side of centerline. Nowhere is there any evidence of less than 26 feet each side of centerline in the area in question.

According to the registered surveys in the area there is some differences as to the location of the centerline of Pine Street. We used centerline established from survey 6747 which is based on old data and Jackson County road map (file J-4-8).

Other R/W problems to be noted include a couple of combination driveways. At station 109+20 right there are three properties being served by a common driveway. At sta. 108+15 two properties are being served by a common driveway.

Dorothy A. Rambo, who owns a corner piece of property at NE corner of Main and Pine Street, advises that the existing walk is on her property. I advised her that this would be reconstructed and she would be contacted as to any required easement or purchase of property for these facilities. This seemed to satisfy her concern.

EARTHWORK & SOIL CEMENT: This project is slated to use soil cement design utilizing existing material with the addition of four inches of new aggregate for base material. Four inches of asphaltic concrete is to be placed directly on the soil cement for surfacing.

There will be 1794 cubic yards of excavation with 854 cubic yards of embankment. This leaves 940 cubic yards to be wasted and will become the property of the contractor. Nearly all the embankment is for sidewalks. There will be some fill over the roadway between stations 102+00 and 107+00.

It is intended that the contractor, at the direction of the engineer, be selective in the material to be wasted. There maybe some unsuitable material encountered when grading outside the existing roadway and shoulders. The aggregate and asphalt material obtained is cuts should be used for embankments.

We did not apply a shrink factor as much of the material excavated may be asphalt and aggregates and also there will be 5% cement added to the roadbed fills. However there may be some shrink so the excess could be less than calculated.

After the roadbed has been graded to eight inches below finish grade, four inches of crushed aggregates are to be added and compacted. Then the top twelve inches are to be mixed and 5% cement is to be added and processed is accordance with specifications to produce twelve inches of soil cement base material.

Recommended staging and handling of traffic will be detailed later in this narrative.

AGGREGATE MATERIALS: These will be available from local commercial sources. Watering is to be included in aggregate bid items.

DRAINAGE: This project calls for a storm drain system with curb and gutters. We used our standard ten year design as the city or county had no established standards. The area along the project and the surrounding area is developed residential and commercial. The runoff was calculated using the urban residential factor.

The drainage in the area runs to Evans Creek which runs parallel to the project about 800 feet to the west.

There are two outlets used to carry the drainage away from the project. There is an existing system at Foothill Blvd. that runs west to Evans Creek. The drainage south of 3rd Street, sta. 98+00, is connected into this system. We propose to break into an existing inlet located about 50 feet west on the north side of Foothill Blvd. This will require cutting existing pavement for about 300 feet.

All drainage north of 3rd Street, sta. 98+00, was brought to an outlet on 4th Street, sta. 106+80. There is an existing 18 inch line at this location but it was determined that it would not carry the designed runoff. It is too high and is installed at very flat grade. We calculated a discharge of 22 cfs at 4th Street which requires a 30 inch pipe. It was determined that a new line would have to be installed to Evans Creek. The present 18 inch runs down 4th to Berglund, thence south to school property, thence west to Evans Creek, a distance of about 1050 feet. We investigated the possibility of running west down 4th and extending on west on private property to Evans Creek, a distance of about 800 ± feet. We received permission from property owners to investigate. Upon investigation however we found that this route would have required two drop manholes due to abrupt drops in the terrain and the line would have to cross an unstable sandy area. The property owner was apprehensive that any construction would cause erosion and it would be difficult to protect the last couple hundred feet of pipe during periods of high water. Although this is the shortest route to Evans Creek there are additional factors that caused us to recommend an alternate route. To run down 4th Street and Berglund would mean cutting both of these newly paved streets. The extra cost for "pipe under pavement" was also a consideration. To go down the north side of 4th Street would mean removal and replacement of a new concrete sidewalk. To go down the south side would be in conflict with a sanitary sewer line and a water line.

We therefore decided to run the storm line south of 4th Street to the school property and thence west across the school yard to Evans Creek at the same location where the present 18 inch line is discharged. We received approval of the school board to use this route. This route has a couple of problems but they are not as serious as those encountered at 4th and Berglund Streets.

First we had to run south of 4th street to the school grounds against the grade which means we incurred about a 9 foot cut where we start across the school property.

We had to hold the line between the sanitary sewer and gas lines from 4th Street to the school property. We found we were at the same grade as the sanitary sewer. If we stayed on the east side where there is more room it would take at least an additional 3 feet of cut to pass under the sanitary sewer which meant the additional cut would carry all the way to the creek.

To put the storm sewer under or behind the sidewalk would involve the roots of the large oak trees which we are committed to preserve.

Because some of the line north of 4th Street will be over 24 inches, which would require special inlets, we ran the trunk line in the street and connected the inlets with 10 inch lines. This situation ran to the manhole at about sta. 112+00. From sta. 112+00 to 117+00 we ran the trunk line under the sidewalk to avoid city water lines. We could not move to the west side due to gas lines and telephone cable.

South of the schools we also ran our trunk line on the east side due to gas and telephone lines. From 1st Street on south we shifted to west side to provide easiest connection to inlet on Foothill Blvd.

At the public hearings some residents advised there is a wet area near Short Street and so after checking the area we felt some perforated metal drain pipe might be helpful.

We also have included special inlets in various areas where water may be trapped behind the sidewalk fills. These inlets have been used on other projects and we have included a typical drawing on the plans.

CURBS & SIDEWALKS: The project is curbed with type "A" curbs throughout. The sidewalk width is 5 feet including the top of curb width.

At the NE corner of Main St. and Pine St. is a short section of asphalt curb and walk. It connects concrete curbs and walks on Main and Pine streets. We feel it would be best to remove this section of A.C. and replace it with concrete curb and sidewalk. Only such portion of the street is to be removed that would be required for construction of the new curb.

As mentioned before the sidewalk is separated from the curb to preserve trees in several locations throughout the project.

STAGE CONSTRUCTION: Since this is curb and gutter project and soil cement project with heavy traffic we gave the handling of traffic during construction considerable attention.

There is no practical way to detour traffic around the whole project. Traffic can be detoured on city streets as far as 4th Street, sta. 106+50, but that still leaves about 1100 feet of the job that cannot be bypassed. Also there is quite a bit of log truck traffic and to detour this onto the lightly surfaced streets may cause undue damage. Access also must be maintained for those who live and work in the area.

For the above reasons I feel that staging traffic through the job may be the best.

STAGE I - During stage I the grading should be done while traffic is controlled by flagmen. One way traffic may be necessary. Each day the contractor should only attempt to grade what can be finished and enough aggregates placed to provide for two way traffic at night. Thus stage I would be graded to 8 inches below finished grade and then the 4 inches of aggregates placed and compacted. Traffic then would run on the aggregate surface while the curbs were constructed and storm sewer systems installed.

Since the traffic may have to run on the aggregate surfacing for some time an asphalt emulsion mixed with the water is suggested. This would aid in control of dust and act as a binder during the stage I period.

STAGE II - After underground work is completed and curbs are finished the soil cement is processed. Traffic is then shifted to one side while the top 12 inches is being treated with cement. This could be done in 3 panels of about 11 feet each with 22 feet remaining for traffic.

Traffic would be controlled with flagmen during the time the processing machine and other necessary equipment is in the road.

I feel they can probably treat one panel the full length of the job each day.

STAGE III - After the entire area is treated the stage III would be the paving. This can be done in the usual manner with no special problems.

UTILITIES: A copy of the detail map has been submitted to the region utility engineer for investigation of utility conflicts. There is gas, water, sanitary sewer and telephone facilities underground. The power and TV cable facilities are above ground.

GAS - California Pacific National Gas Company has underground lines throughout the project. There is a 2 inch line that runs along the west side of the road. The main 10 inch line runs along Foothill Blvd. and should not be in conflict with our construction.

WATER - There is a 6 inch main on the east side from Main St. to sta. 112+00± and then is enlarged to an 8 inch. There is also a 4 inch line the full length of the project on the east side. This is an old line but is still in use. A 6 inch line runs west at sta. 112+00. We tried to locate our storm sewers so as to avoid conflict with these water lines. These water lines are reported to be 30 inch deep.

SANITARY SEWER - There are sanitary sewer lines throughout the entire project. We do not anticipate any conflicts with these lines. There may be conflicts with connections however.

TELEPHONE - There are underground telephone cables throughout the project on the west side. No conflicts are anticipated.

POWER - There is a PP&L power line throughout the project. Their poles will have to be moved throughout the length of the project.

ILLUMINATION - There are street lights on the power poles throughout the project. These are 21,000 lumen mercury vapor lights and are owned by the power company. The city pays a rental on these lights.

CROSSWALK SIGNAL : Between the grade school and the middle school at sta. 100+70 is a pedestrian cross light. The school and city wants it moved as part of this project to sta. 101+50. This is directly in front of the cafeteria entrance which is used by both schools.

9303

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A[illegible]OR AUTHORIZATION

11-19-79

FEDERAL AID PROJECT NO. RS-A368(1)

STATE [illegible]ECT NO. See below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90147

FROM:

Mr. G. L. Green
Division Administrator

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 23 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-19-79

FEDERAL ROUTE NUMBER Secondary A368

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

N.C.L. - MAIN STREET (Rogue River) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-6-79 you are authorized to proceed with the work as shown above at a TEC of $10,000 with Federal participation limited to $8,800.

DATE 11-19-79

SIGNATURE OF APPROVING OFFICIAL G. R. H[illegible]

TITLE for Division Administrator

ORM PR-1240
EV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.. PRO 6-2

November 6, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project No. RS-A368(1)
N.C.L. - Main St. (Rogue River) Section
Jackson County

Your letter of October 23, 1979 concurred in a nonmajor action classification for the subject project based on a revised project assessment.

I hereby request your authorization to proceed with the PS&E preparation phase of the preliminary engineering at an estimated total cost of $10,000 with an obligation of $8,800 in federal funds.

CL:sr
cc: H. Reynoldson

1303

2

VICTOR ATIYEH
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

August 3, 1979

Kay Bowers
823 Pine St.
Rogue River, OR 97537

Dear Ms. Bowers:

The State Highway Division informs me that they are working on a modified design proposal to save as many trees as possible along Pine Street.

As soon as the county, state and federal governments have had a chance to review the details of the new plan, another hearing will be held in Rogue River.

I am sure with everyone's effort and concern, a needed improvement will be worked out that will preserve the natural beauty of your street.

Thank you for taking the time to write.

Sincerely,

Victor Atiyeh
Governor

VA:vl

bcc: Highway

3655

PLEASE RETURN
ORIGINAL LETTER

Please [illegible] return
for [illegible]
by 8-6
Thank you.

July 23, 1979

Dear Govenor,

We are asking your help in stoping something we in the city of Rogue River do not want. The county public works dept. want to widen pine st. at the cost of some 40 trees. we do not want the trees cut down. Since state and federal funds will be used, we are hoping you can help us stop this. It is a waste of our natural beauty here. The trees could never be replaced. Please do what you can to help.

Thank You
Kay Bowers
823 Pine St.
Rogue River Ore. 97537

RECEIVED
[illegible] HWY ENGR
JUL 27 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
DOT DIRECTOR
JUL 27 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9303

June 25, 1979

Board of County Commissioners
Jackson County
Courthouse
Medford, OR 97501

MISC. CONTRACTS and
AGREEMENTS No. 7008

Attention: Waldene Terry

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the construction of the North Limits (Rogue River)-Main Street Section of Pine Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkn

Att.

bc Dorland Swan (agree. att.)

03

21

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: May 29, 1979

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Proposed FAS-C Project
Jackson County

Jackson County is requesting the authorization for the construction of a project on the Foothills Blvd.-E. Evans Creek Road Section on Pine Street (in Rogue River) FAS-A368. The project is to consist of grading, curbing, and paving a street 40 feet wide, along with sidewalks 6 feet wide. The additional R/W is to be purchased as part of the project. Signing and striping are to be included in the project. Engineering will be by the State. PE was authorized December 28, 1978. See attached sketch for location. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	State Funds	Local Funds
Jackson Co.	Foothills Blvd.-E. Evans Creek Rd. Section (Rogue River) Grade & Pave FAS-A368	$390,000	$343,200	$23,400	$23,400

The region and this office have investigated the proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

5-29-79 [illegible]

APPROVED

H S Coulter
State Highway Engineer

Date 5/29/79

D. E. Swan-Please process and update PMS
cc w/attachment: ✓
F. B. Klaboe ✓
E. S. Hunter
D. H. Moehring
C. T. Keasey
R. L. Schroeder
L. W. Rulien
George Bell
J. H. Versteeg
L. E. George
F. E. Terpin
W. T. Hart
J. B. Boyd
R. Trygstad
G. Potter
D. O. Christensen
J. Sullivan
F. W. Yarbrough
George Wills
Jerry Maness
Frank Lowe
Region 3:
Al Shirley
Jack Ayres

RECEIVED
DOT DIRECTOR
JUN 6 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FILES

January 24, 1979

Gerald W. Wimer
Local Government Manager

Project Redesignation
N.C.L.-Main St. (Rogue River) Section
Pine St., FAS A368
Jackson County

We are redesignating Jackson County's FAS-C project in Rogue River to fit the above description. It was formerly known as the Foothills Blvd.-E. Evans Creek Rd. Section (Rogue River). All records should be revised to reflect this name change and the attached map should be substituted.

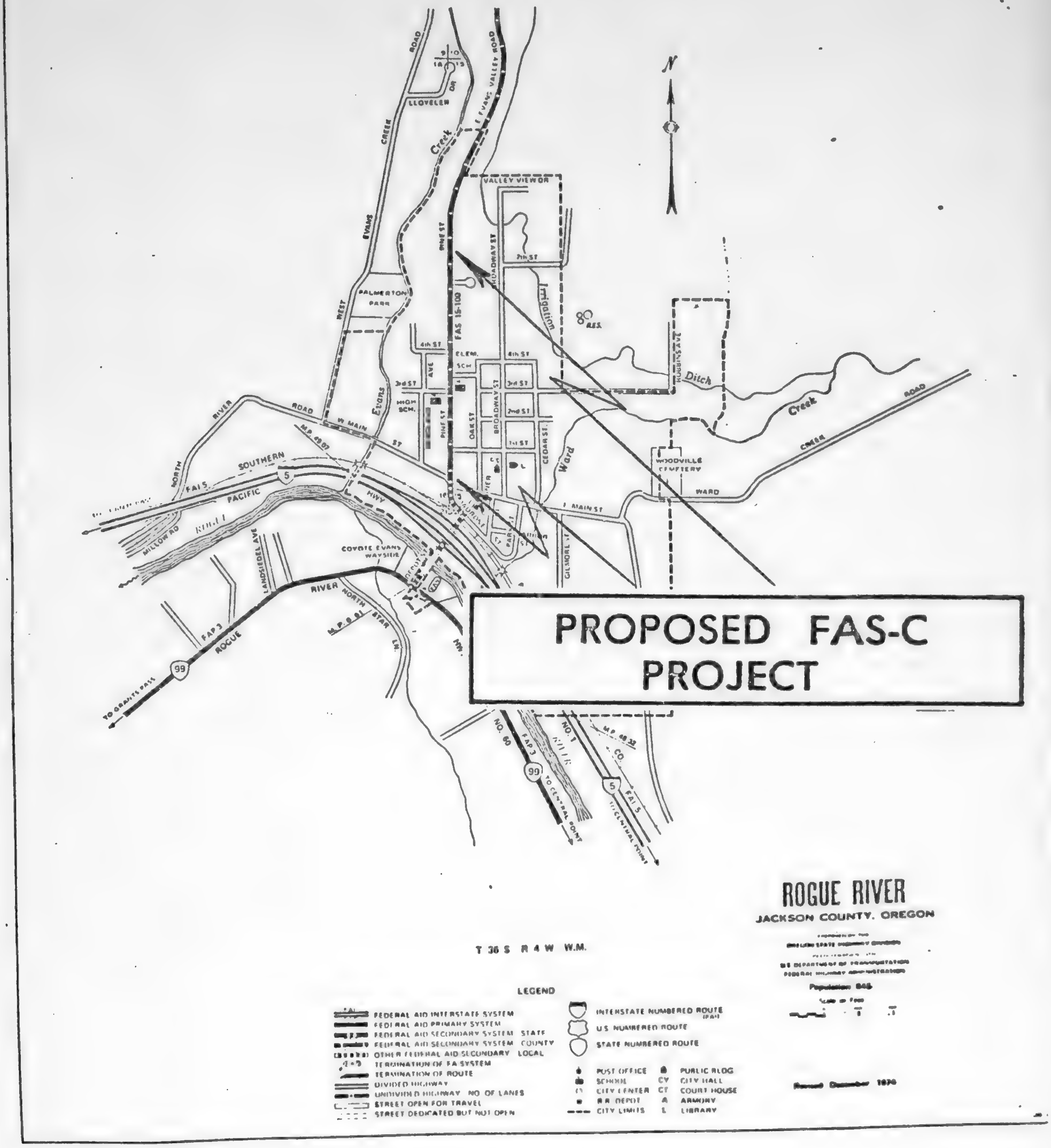
RHP:dmc
cc: w/attachment
F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
C. T. Keasey
L. W. Rulien
C. W. Head
George Bell
V. E. Skoog
J. H. Versteeg
L. E. George
F. E. Terpin
W. T. Hart

J. B. Boyd
R. Trygstad
G. Potter
D. O. Christensen
J. Sullivan
F. W. Yarbrough
W. H. Wakerlig
G. W. Wimer
B. L. Gifford

Region 3
A. Shirley, Jr.
Jack Ayres
Virgil Wilson

6/6/79

Note: For continuity between P.E. and construction authorization the name of the section - Foothill Blvd.-E. Evans Creek Road (Rogue River) - has been used. However as stated in this memo the section name for this project will be changed to N.C.L. - Main Street (Rogue River) Section.


N
EVANS CREEK ROAD
WEST EVANS CREEK RD
E EVANS VALLEY ROAD
Evans Creek
Creek
DR
VALLEY VIEW DR
PINE ST
BROADWAY ST
7th ST
FAS 15-100
PALMERTON PARK
Irrigation
Ditch
Creek
CREEK ROAD
ROBINSON
4th ST
3rd ST
2nd ST
1st ST
ELEM. SCH.
HIGH SCH.
AVE
OAK ST
CEDAR ST
W MAIN ST
E MAIN ST
NORTH RIVER ROAD
M.P. 48.07
SOUTHERN PACIFIC
FAI 5
5
HWY
Ward
WOODVILLE CEMETERY
WARD
MILLOW RD
RIVER
LANDSIEDEL AVE
COYOTE EVANS WAYSIDE
DEPOT
GILMORE
RIVER NORTH STAR LN
M.P. 0.01
FAP 3
ROGUE
99
TO GRANTS PASS
NO. 60
FAP 3
99
TO CENTRAL POINT
RIVER
NO. 1
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T 36 S R 4 W W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

PROPOSED FAS-C PROJECT

ROGUE RIVER

JACKSON COUNTY, OREGON

[illegible]
OREGON STATE HIGHWAY DIVISION
[illegible]
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 846

Scale in Feet

Revised December 1976

5-23-79

☒ ACTION ☐ INFO
☒ FILE
☒ [illegible]

GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 21, 1979

Mr. William Penhollow
Executive Assistant
Association of Oregon Counties
P.O. Box 12729
Salem, Oregon 97309

SUBJECT: Project Advancement
FAS-C Program

Dear Mr. Penhollow:

At the Transportation and Parks Committee meeting May 11 and the Technical Advisory meeting May 17, I reported advancing May 1, under the master FAS-C Agreement, commitment of eight (8) rank order FAS-C projects to construction. These involved the following counties:

Jefferson
Baker
Douglas
Deschutes
Polk
Sherman
Wallowa
Coos

In addition, I indicated 2.6 million dollars of committed FAS-C projects cannot make it to construction in the 1980 Federal Fiscal year. Based on this I further recommended committing the seven (7) remaining FAS-C applications to construction. Most of these seven (7) are in various stages of preliminary engineering. Advancing the seven (7) projects to construction will result in a 1980 over commitment of 1.7 million dollars. It will possibly result in some low priority counties being committed to construction in advance of some potentially higher ranking applications later in the year. These future applications, however, can still be authorized for preliminary engineering. The necessary lead time for their development should preclude delaying their construction.

These seven (7) counties recommend for construction commitment, beyond the master FAS-C Agreement, are:

Lane
Benton
Umatilla
Jackson ✓
Marion
Union
Lake

Please note that potentially the Douglas, Coos, Union and Lake County projects may be bid in 1979. This will result in nearly full obligation of the 1979 FAS-C funds at the end of the Federal Fiscal year. If any of the other FAS-C projects scheduled for bidding in the next few months overrun their current estimate, we may need to postpone one of these projects from say September to October of this year. Likely, this will not happen, but in all fairness it needs to be pointed out.

Both of your committees approved this concept, of going beyond this master FAS-C Agreement and committing the 7 preliminary engineering projects to construction. It is appropriate to state this in the record by your signing and returning a copy of this letter. We will withhold the Lake County project until your Board of Directors authorizes an advancement of funds greater than 5 years.

Very truly yours,

Gerald Wimer
Local Government Engineer

GWW:pf

APPROVED BY

William Penhollow, Executive Assistant
Association of Oregon Counties

Date May 24, 1979

9303

GENERAL FILES

L.

April 20, 1979

Jackson County
Board of Commissioners
Courthouse
Medford, OR 97501

Attention: Waldene Terry
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6932

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the NCL-Main Street (Rogue River) Section of Pine Street in Jackson County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

da
Attachment

bc Gerald Wimer (Agreement attached)

9303

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2

FEDERAL AID PROJECT NO. RS-A 368(1)

STATE PROJECT NO. See below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90147

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 5 '79
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-30-79

FEDERAL ROUTE NUMBER Secondary A368

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

NCL - Main Street (Rogue River) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 12, 1979 you are now authorized to procced with all phases of preliminary engineering, including archeological salvage, necessary to obtain an approved Final Negative Declaration. TEC of $29,000 with Federal Funds limited to $25,520.

DATE 3-30-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9303

L.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT--HWY DIV

PROJECT TITLE: N.C.L. Main Street (Rogue River) JACKSON

DATE: March 15, 1979

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

STATE HWY ENGR
MAR 20 '79
REFER TO
FOR

Info	Invest	R/D	C/R	Sign	Act	File

3-20-79 copies sent to:
G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Paul Burket, Aeronautics
A. Shirley, Region 3
G. T. Thornton, Dist. 8
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

☐

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

2-9-79
BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7902 2 700 Due Date: MAR 9 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By

I.

Department of Land Conservation and Development
Review # 7902 2 700

This project and its related land use implications must be coordinated and consistent with the Jackson County Comprehensive Plan and efforts to develop or update the Plan. (The County anticipates requesting Plan Acknowledgment from the LCDC on 1/ 1/80.)

The County is responsible for determining compliance with applicable Statewide Planning Goals prior to the commencement of this project. This determination of compliance with Goals

(applicable goals)

may be stated in simple conclusory form without extensive findings. In addition, the applicant should recognize citizen and agency involvement programs established by the local jurisdiction.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7902 2 700 Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal.
- (✓) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Please [illegible] [illegible] [illegible] [illegible] for comment. This highway has a potential for creating a large noise impact. Therefore mitigation of the noise impacts should be thoroughly considered. The schools along this project are prime candidates for receiving acoustical treatment. Also local land use planning agencies should be encouraged to take steps to prevent future noise impacts from occurring along this project

Agency DEQ By

9303

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 12, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90147
Project No. RS-A368(1)
NCL-Main St. (Rogue R.) Sec.
Jackson County

Enclosed is data for the subject project.

We request the following:

1) Authorization to proceed with preliminary engineering all phases including utility preparatory work and archeological salvage necessary to obtain an approved final negative declaration at an estimated total cost of $29,000 with an obligation of $25,520 in federal funds.

CL:dmc
cc: A. Shirley, Region 3
H. Reynoldson

Budget Bureau No. 41-R2067

U.S

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

March 12, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 Co. Rd., Pine St. in Rogue River	ADT	PRESENT 5,500	FUTURE (66) (70) --	YEAR (71) (72) --	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Preliminary Engineering	NATL. FOREST (63) (65)	FH ROUTE NO. (65) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 RS -	NUMBER 7 A368

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Jackson		CO
	NAME OF URBAN AREA 17-31 --	ROUTE NO. S	FEDERAL-AID A368 (32)	STATE Co. Rd. (36) (37)	U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5												
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"NCL-Main St. (Rogue R.) Section"	0.43	39,000	34,320	2,340	2,340 (Co.)
5					**ROW**							
5					**CONST** (CODE)							

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	CL		0.43	39,000	34,320	2,340	2,340 (Co.)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

March 12, 1979

T LOCATION (45 typewriter spaces) d., Pine St. in Rogue River 65	ADT	PRESENT 5,500	FUTURE -- (66) (70)	YEAR -- (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 075 (4) (9)	ITEM NO. 90147 (14) (18)

RK (35 typewriter eering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS - 14 23	NUMBER A368 7	SEQ. NO. (1) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27	

COUNTY NAME Jackson	CODE 029 (14) (16)				PROGRAM STAGE ☐ 1 OR ☐ 2
ROUTE NO. S	FEDERAL-AID A368 (32)	STATE Co. Rd. (36) (37)	U.S. -- (41)		

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
		"NCL-Main St. (Rogue R.) Section"	0.43	39,000	34,320	2,340	2,340 (Co.)	ROW-52'min.; Access Control-none; Parking Restrictions- none
W								
NST DE)								
CL		PROJECT TOTALS	0.43	39,000	34,320	2,340	2,340 (Co.)	
				(16) (23)	(24) (33)			

OVAL DATES

REMARKS

over

NCL-Main St. (Rogue River) Section
Project No. RS-A368(1)

Existing Facility: 2-11-foot bituminous surface travel lanes with variable 3 to 9 foot gravel shoulders.

Adjacent Sections:
N. End--2-12 ft. lanes H.T. Pave with 4' shoulders.
S. End--40-foot AC surfaced roadway.

Project Data: Work under this project consists of preliminary engineering all phases including utility preparatory work and archeological salvage as required for the future construction necessary to widen the existing facility to provide for a 40 foot curbed roadway for 2-12 foot travel lanes with 8 foot parking and 6 foot sidewalks.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: State and District 8 Clearinghouse A-95 review approval letters dated ______________ and ______________ respectively.

FHPM 7-7-2 Requirements: Major-Non-Significant Action project requiring preparation of a negative Declaration concurred in by FHWA on Feb. 22, 1979.

FHPM 7-7-5 Requirements: In accordance with the Oregon Action Plan, Federal regulations and statutes.

Data for PR-37:	Preliminary Engineering--field work	$28,500
	PS&E Preparation	10,000
	Y070 Archeological Salvage	500
		$39,000

Note: 1) This project is in Congressional District No. 4.
2) Included in FY 79 Annual Program as a County FAS Project pg. 3-4.

9303

2.

The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

February 22, 1979

HFO.3-OR

Oregon Project RS-A368(-)
N.C.L.-Main St. (Rogue River) Section
Pine St. - FAS-A368
Jackson County

G. L. Green, Division Administrator

[illegible]
E. S. HUNT

Mr. Gary A. Potter
Manager, Environmental Section
Oregon Department of Transportation

The subject project assessment submitted with Mr. Potter's January 29, 1979 letter has been received.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration with 4(f) potential.

The proposed standards, design, and other specific details ccontained in the assessment will be subject to future reviews at the appropriate stage during the project development.

Original Signed By
P. V. RIEDL
Environmental Coordinator
[illegible]
G. L. Green

cc:
E. S. Hunter (OSHD)
Env. (OSHD Reg. 3)

RECEIVED
TECHNICAL SERVICES
FEB 2[illegible] '79
REFER TO
FOR

9303 (#2) 2.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 9, 1979

TO:
Executive Department
Federal Aid Coordination Unit

Rogue Valley Council of Governments
33 North Central, Suite 211
Medford, Oregon 97501

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 8
Section: N.C.L.-Main Street (Rogue River)
Highway: FAS-A368, Rogue Riv. City Street
County: Jackson

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 9, 1979.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 3 A. Shirley, Jr.
District 8 G. T. Thornton
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
FEB 14 '79
REFER TO
FOR

NOTED
H.S. COULTER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM
NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 N.C.L. - Main Street (Rogue River)			
11	12] PROJECT LOCATION—CITY FAS-A368 Rogue River, City Street	PROJECT LOCATION—COUNTY Jackson	PROJECT LOCATION SEC: T: R:	

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] Grading, storm drainage, curb and gutter, sidewalks, surfacing and asphaltic [71

07 12] concrete pavement. Project involves total reconstruction of an existing [71

08 12] substandard street to present day standards. [71

09 12] [71

10 12] [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	392,000	- - -	32,000	32,000	---	456,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: 2/9/79

(D) REVIEW REQUIRED by A-95
Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT
Yes ☐ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED
Yes ☐ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 March	43] DAY [44 9	45] YEAR [46 1979

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 2/9/79

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Maj.-Non Significant environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date January 29, 1979

Section N.C.L.-Main St. (Rogue River) Sec Unit (if appl)

County Jackson

City Rogue River

Highway Pine ST. FAS-A368

State Hwy. No. FAS No. A-368

Termini: M.P.(if appl)

Length 2300' (0.43 mile)

Region 3

Construction Estimate $456,000.00
Program Amount

B. Purpose of Project:

The proposed project will provide an improved facility through the City of Rogue River and connect the central business district of Rogue River to Evans Creek Road, a major north-south route which was recently improved by the County. The provision for sidewalks and parking will enhance the safety and welfare of the children attending the Rogue River schools located approximately midway in the project.

C. Origin & History of Project:

This section of road is narrow, substandard street between a newly constructed, standard County road to the north and the downtown commercial section of Rogue River. Traffic from the east half of Evans Valley gains access to Interstate 5 via this route. For years, the City of Rogue River and the Rogue River School District have repeatedly requested improvement of this portion of road.

D. General Description of Project:

Grading, storm drainage, curb and gutter, sidewalks, surfacing and asphaltic concrete pavement. Project involves total reconstruction of an existing substandard street to present day standards.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. 3' ; Parking No

Proposed: No. Lanes 2 ; Med. No ; Shldrs. n/a ; Parking 8'

Traffic: Existing Facility: Existing ADT 5,500 ; Projected ADT 9,350 ; Yr. 1998

Existing Level of Service Probably "d"

Proposed Facility: Projected ADT 9,350 (20 yr. proj) ; Yr. 1998

Projected Level of Service "C" or "D"

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No): if yes, give approx. No. Parcels 40

Acres 0.35 ; Type of Relocation Req. None ; No. ______

Materials Source, Borrow, Waste Disposal Requirements, if any:

Earthwork is expected to be nearly balanced. Manufactured materials will be supplied from commercial sources.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

n/a

Local City, County or COG priorities of project:

This project has #1 priority in the County F.A.S. Road Program and is of major importance to the City of Rogue River.

FHWA and/or OSHD approvals given, if any:

None to date - first application.

Location or Design Alternatives (identify and describe):

Location is limited to present alignment. Design alternatives are limited to widths of roadbed section.

Other Descriptive Information or Comments:

Pine Street is generally a narrow, substandard street with gravel shoulders and poor drainage. The proposed project should enhance the appeal of the immediate area.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

This section of Pine Street is urban in character with a mixture of commercial, office and residential structures of various ages and design. The project area does not contain any special or unique habitats which will be altered or affected by the project. There are no major drainage courses in the area and surface runoff is not a significant problem. The environmental impact of this project is minimal.

2. Cultural:

Pine Street is a major, north-south arterial street through the City of Rogue River. The section between Foothills Blvd. and First Street is 100% developed with commercial and office buildings. The section between First Street and Third Street is developed on both sides with the Rogue River Elementary School facilities. A pedestrian signal is located in this section. The remaining section between Third Street and the north city limits is mostly residential in nature. Little immediate change is expected as a result of the proposed construction.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Some trees and shrubs will be removed; lawn areas reduced. Property required from school may include a portion of a tennis court, whose delapidated condition negates its significance for public recreation. School officials have plans to relocate the court whether or not this project is constructed.

2. Estimated Impact on Traffic Patterns:

Pine Street is already a major arterial street, but an increase in traffic volume may occur because of this improvement.

Consequences--Air Quality, Noise, Safety, etc.:

The smoother flow of traffic will result in better air quality but higher noise levels. The construction of sidewalks will improve safety for pedestrians. The provision for paved parking should improve air quality and reduce dust.

3. Estimated Impact on Land Use:

This area is slowly changing from residential to commercial and business and this trend is expected to continue. Little if any change can be attributed to the proposed project and the impact on land use is considered minimal.

Consequences:

The existing land uses will generally benefit from the proposed construction.

4. Expected Impact on Natural Ecological Resources:

Some trees and ornamental shrubs will be removed. Some of the trees affected have been severly pruned to accommodate power lines.

Consequences:

A reduction in roadside vegetation is expected. Drainage will be improved.

5. Expected Impact on Cultural and Scenic Resources:

Again, some large trees will be removed. Also, some relocation of fences and yard improvements will be required. Overall, the general appearance of the area will improve as a direct result of the construction.

Consequences:

Minor.

6. Preliminary Identification of Areas of Critical Concern:

School property between First Street and Third Street.

7. Potential for Controversial Issues:

Removal of trees and shrubs and decrease in "set-back."

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Dust and air pollution will be reduced.

b. Noise Standards
Traffic noise may increase due to this improvement. Construction noise constraints are advisable. A noise study report will be prepared.

c. Water Quality Standards

n/a

d. Area Land Use and Transportation Plans, and Zoning
Completion of this project may encourage a more compact and contiguous urban form, which is generally considered to be efficient in terms of providing urban services and transportation systems to the population.

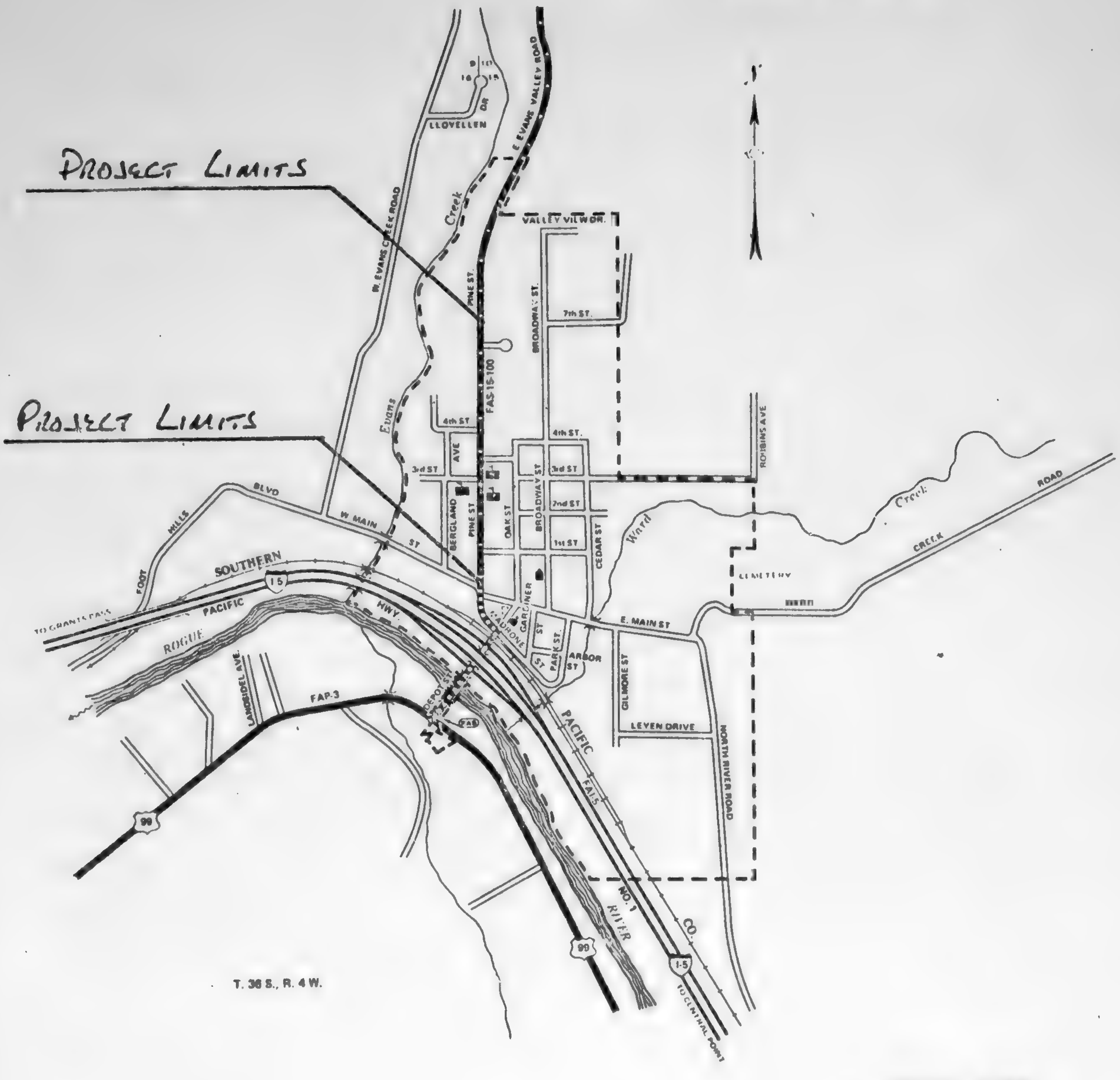
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	X Section 4(f) (potential)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Project requires only a small amount of right-of-way with negligible effects resulting. Project would not result in significant impacts on land use or trip generation. Potential noise impacts on adjacent property may adverse, but not significant whether section 4(f) property is involved will be determined during preliminary engineering.

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4

PINE STREET
ROGUE RIVER


PROJECT LIMITS
PROJECT LIMITS
E EVANS VALLEY ROAD
W. EVANS CREEK ROAD
LLOVELLEN
DR
Evans Creek
PINE ST
FAS 15-100
VALLEY VIEW DR.
BROADWAY ST.
7th ST.
4th ST
4th ST.
3rd ST
3rd ST
2nd ST
1st ST
BERGLAND AVE
OAK ST
BROADWAY ST
CEDAR ST
ROBBINS AVE
W MAIN ST
BLVD
FOOT HILLS
SOUTHERN
PACIFIC
HWY.
15
TO GRANTS PASS
ROGUE
LANDSIDEL AVE
FAP-3
99
DEPOT
GARDNER
CLAUDIA
ST
PARK ST
ARBOR
E. MAIN ST
Ward Creek
CEMETERY
CREEK ROAD
GILMORE ST
LEVEN DRIVE
NORTH RIVER ROAD
PACIFIC
FAS
NO. 1
CO.
RIVER
I-5
TO CENTRAL POINT
T. 36 S., R. 4 W.

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS

PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

ROGUE RIVER

JACKSON COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 700

Scale in Feet

Revised Oct. 1970

FISE 0C01

8

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Main St-N City Limits Rogue River

Highway FAS-C A-368 Pine Street

County Jackson

Date January 3, 1979

Authorization No. 1

Survey Prefix 515-1967 (Assigned by Salem office)

Description of termini, route, length, etc.:

In the City of Rogue River from Foothills Blvd. to the beginning of the section recently improved by the County on Pine St. Length 0.43 miles.

Purpose of survey:

Prepare plans specifications and estimates for the improvement of Pine St.

Estimate of cost:

Field Survey	901	6,000
Final Design	905	5,000
R/W	909	550
Traffic	911	200
Soils	910	800
Landscape	912	100
Liaison	913	450
Utility	914	200
Location Studies	918	200
Specifications	921	800
Hearings	980	500

RS-A368(1)
3-30-79

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 14,800
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Kenneth D. Coder
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved: E S Hunter
Assistant State Highway Engineer

SP*19760-734

Form 81-734-3039 9363

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Pine Street (Rogue River)

Highway FAS-C A-368

County Jackson

Date January 3, 1979

Authorization No. 1

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.:

In the City of Rogue River from Foothills Blvd. to the beginning of the section recently improved by the County on Pine St. Length 0.43 miles.

Purpose of survey:

Prepare plans specifications and estimates for the improvement of Pine St.

Estimate of cost:

To: Frank Terpin
1/5/79

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

Kenneth D. Coder
Field Engineer

Recommended for Approval:

James Ford
Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

Pine Street (Rogue River)
FAS-C A-368 Highway
Jackson County

Field (901) $6,000

9303

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date December 29, 1978

Section Foothills Blvd. to City Limits

Unit (if appl) n/a

County Jackson

City Rogue River

Highway Pine Street

State Hwy. No. F.A.S. No. A-368

Termini: M.P.(if appl) Foothills Blvd.-N. City Limits

Length 2300' (0.43 mile)

Region 3

Construction Estimate $456,000.00
Program Amount

B. Purpose of Project:

The proposed project will provide an improved facility through the City of Rogue River and connect the central business district of Rogue River to Evans Creek Road, a major north-south route which was recently improved by the County. The provision for sidewalks and parking will enhance the safety and welfare of the children attending the Rogue River Schools located approximately midway in the project.

C. Origin & History of Project:

This section of road is narrow, substandard street between a newly constructed, standard County road to the north and the downtown commercial section of Rogue River. Traffic from the east half of Evans Valley gains access to Interstate 5 via this route. For years, the City of Rogue River and the Rogue River School District have repeatedly requested improvement of this portion of road.

D. General Description of Project:

Grading, storm drainage, curb and gutter, sidewalks, surfacing and asphaltic concrete pavement. Project involves total reconstruction of an existing substandard street to present day standards.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. 3' ; Parking No

Proposed: No. Lanes 2 ; Med. No ; Shldrs. n/a ; Parking 8'

Traffic: Existing Facility: Existing ADT 5,500 ; Projected ADT 9,350 ; Yr. 1998

Existing Level of Service Probably "D"

Proposed Facility: Projected ADT 9,350 (20 yr. proj.); Yr. 1998

Projected Level of Service "C" or "D"

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 40

Acres 0.35 ; Type of Relocation Req. None ; No. ______

Materials Source, Borrow, Waste Disposal Requirements, if any:

Earthwork is expected to be nearly balanced. Manufactured materials will be supplied from commercial sources.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

n/a

Local City, County or COG priorities of project:

This project has #1 priority in the County F.A.S. Road Program and is of major importance to the City of Rogue River.

FHWA and/or OSHD approvals given, if any:

None to date - first application.

Location or Design Alternatives (identify and describe):

Location is limited to present alignment. Design alternatives are limited to widths of roadbed section.

Other Descriptive Information or Comments:

Pine Street is generally a narrow, substandard street with gravel shoulders and poor drainage. The proposed project should enhance the appeal of the immediate area.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

This section of Pine Street is urban in character with a mixture of commercial, office and residential structures of various ages and design. The project area does not contain any special or unique habitats which will be altered or affected by the project. There are no major drainage courses in the area and surface runoff is not a significant problem. The environmental impact of this project is minimal.

2. Cultural:

Pine Street is a major, north-south arterial street through the City of Rogue River. The section between Foothills Blvd. and First Street is 100% developed with commercial and office buildings. The section between First Street and Third Street is developed on both sides with the Rogue River Elementary School facilities. A pedestrian signal is located in this section. The remaining section between Third Street and the north city limits is mostly residential in nature. Little immediate change is expected as a result of the proposed construction.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Some trees and shrubs will be removed; lawn areas reduced.

2. Estimated Impact on Traffic Patterns:

Pine Street is already a major arterial street, but an increase in traffic volume may occur because of this improvement.

Consequences--Air Quality, Noise, Safety, etc.:

The smoother flow of traffic will result in better air quality and reduced vehicular noise. The construction of sidewalks will improve safety for pedestrians. The provision for paved parking should improve air quality and reduce dust.

3. Estimated Impact on Land Use:

This area is slowly changing from residential to commercial and business and this trend is expected to continue. Little if any change can be attributed to the proposed project and the impact on land use is considered minimal.

Consequences:

The existing land uses will generally benefit from the proposed construction.

4. Expected Impact on Natural Ecological Resources:

Some trees and ornamental shrubs will be removed. Some of the trees affected have been severely pruned to accommodate power lines.

Consequences:

A reduction in roadside vegetation is expected. Drainage will be improved.

5. Expected Impact on Cultural and Scenic Resources:

Again, some large trees will be removed. Also some relocation of fences and yard improvements will be required. Overall, the general appearance of the area will improve as a direct result of the construction.

Consequences:

Minor. No cultural resources survey is needed.

6. Preliminary Identification of Areas of Critical Concern:

The area between First Street and Third Street is developed with school buildings and related recreational facilities close to the existing right-of-way.

7. Potential for Controversial Issues:

Removal of trees and shrubs and decrease in "set-back".

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Dust and air pollution will be reduced.

b. Noise Standards

Traffic noise should not increase due to this improvement. Construction noise constraints are advisable.

c. Water Quality Standards

n/a

d. Area Land Use and Transportation Plans, and Zoning

Completion of this project may encourage a more compact and contiguous urban form, which is generally considered to be efficient in terms of providing urban services and transportation systems to the population.

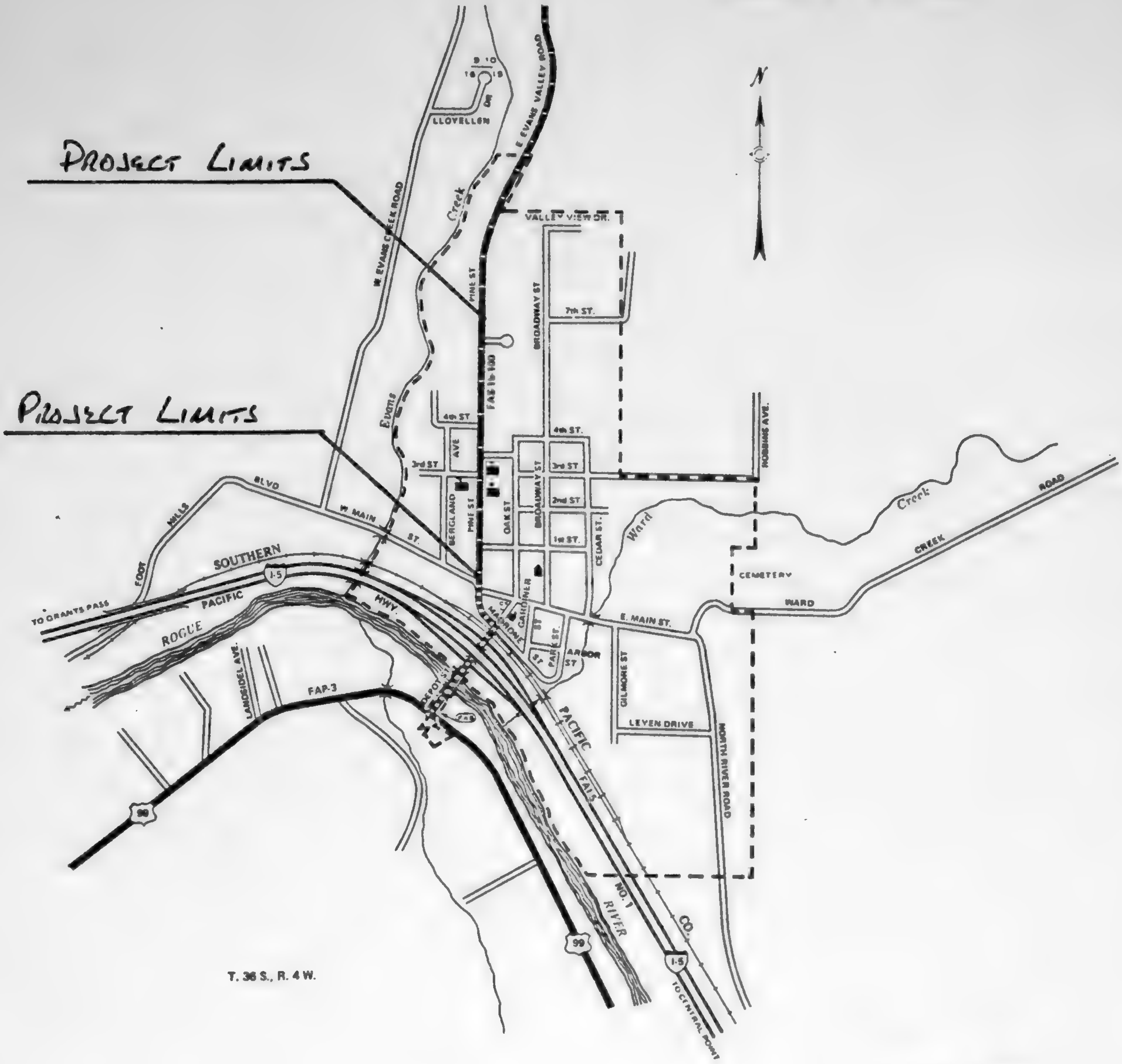
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

PINE STREET
ROGUE RIVER



PROJECT LIMITS
PROJECT LIMITS
N
LLOYELLEN
E EVANS VALLEY ROAD
W EVANS CREEK ROAD
Evans Creek
VALLEY VIEW DR.
PINE ST
BROADWAY ST
7th ST.
FAS 1h 100
4th ST
4th ST.
3rd ST
3rd ST
2nd ST
1st ST.
AVE
BERGLAND
PINE ST
OAK ST
CEDAR ST.
ROBBINS AVE.
Ward Creek
CEMETERY
WARD CREEK ROAD
FOOT HILLS BLVD
W MAIN ST.
SOUTHERN
PACIFIC
TO GRANTS PASS
I-5
ROGUE
HWY.
GARDNER
PARK ST.
ARBOR ST
E. MAIN ST.
GILMORE ST
LEVEN DRIVE
NORTH RIVER ROAD
LAMOSIDE AVE.
FAP-3
DEPOT ST.
99
PACIFIC
FAIS
NO. 1
RIVER
CO.
I-5
TO CENTRAL POINT
T. 36 S., R. 4 W.

ROGUE RIVER

JACKSON COUNTY. OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 700

Scale in Feet

Revised Oct. 1978

LEGEND

FAI	FEDERAL AID INTERSTATE SYSTEM
FAP	FEDERAL AID PRIMARY SYSTEM
FAS	FEDERAL AID SECONDARY SYSTEM-STATE
FAS	FEDERAL AID SECONDARY SYSTEM-COUNTY
FAS	OTHER FEDERAL AID SECONDARY-LOCAL
FAS	TERMINATION OF FA SYSTEM
	TERMINATION OF ROUTE
	DIVIDED HIGHWAY
	UNDIVIDED HIGHWAY-NO. OF LANES
	STREET OPEN FOR TRAVEL
	STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

	POST OFFICE		PUBLIC BLDG.
	SCHOOL	CY	CITY HALL
○	CITY CENTER	CT	COURT HOUSE
	R.R. DEPOT	A	ARMORY
	CITY LIMITS	L	LIBRARY

9303

STATE OF OREGON

INTEROFFICE MEMO

TO:	H. S. Coulter State Highway Engineer	DATE:	December 21, 1978
FROM:	G. W. Wimer Wimer Local Government Manager		
SUBJECT:	Proposed FAS-C Project		

Jackson County is requesting the authorization for the P.E. for a project on the Foothills Blvd.-E. Evans Creek Road Section on Pine Street (in Rogue River) FAS-A368. The project is to consist of grading, curbing and paving a street 40 feet wide, along with sidewalks 6 feet wide. The additional R/W is to be purchased as part of the project. Signing and striping are to be included in the project. Engineering will be by the State. See attached sketch for location. In summary:

Jurisdiction	Section	Total Est. Cost	Fed. Funds	State Funds	Local Funds
Jackson Co.	Foothills Blvd.-E. Evans Creek Rd. Section (Rogue River) Grade & Pave	$39,000	$34,320	$2,340	$2,340

The region and this office have investigated the proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED

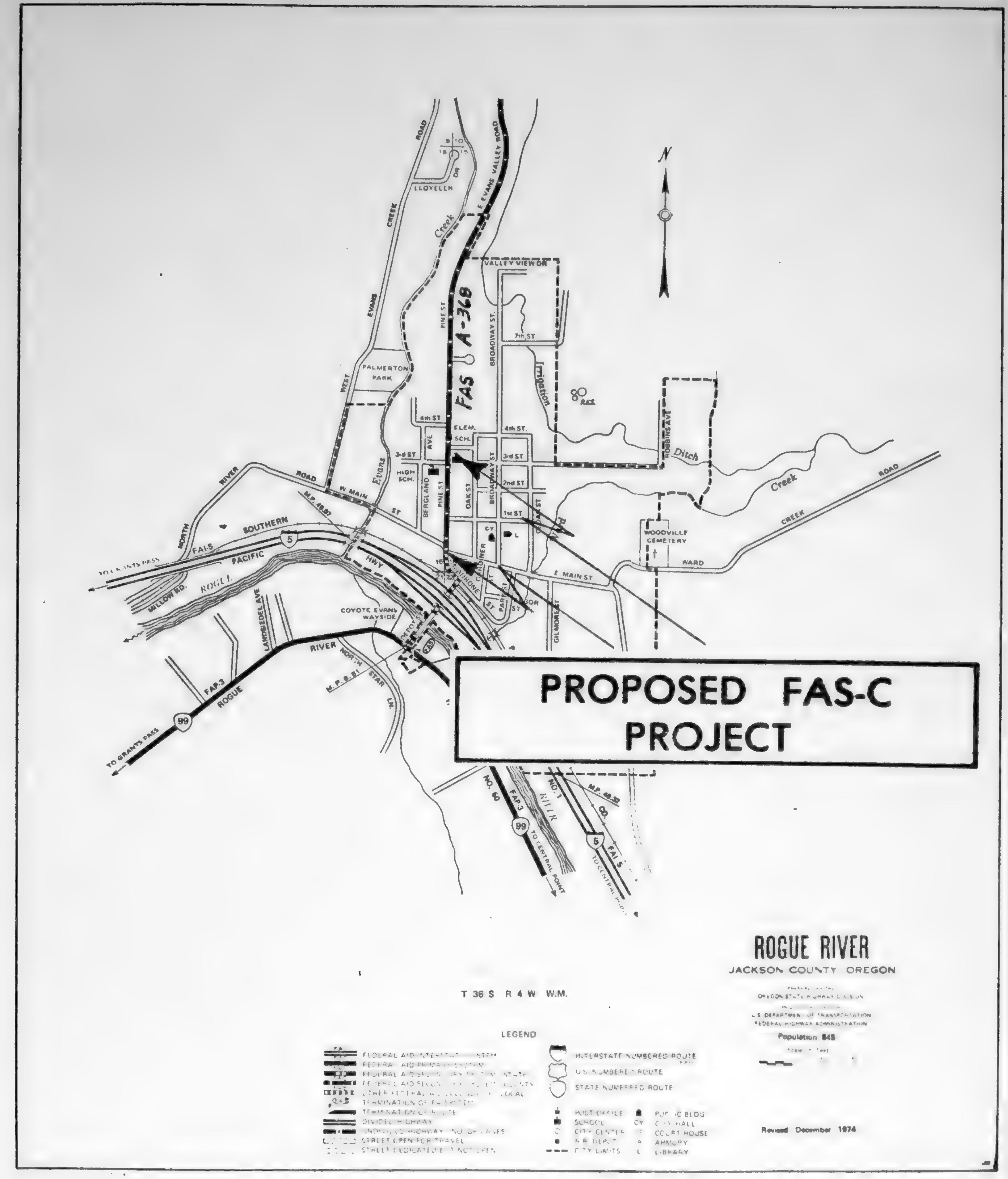
H S Coulter
State Highway Engineer

Date 12-28-78

HR:1ml

RECEIVED
STATE HWY ENGR
DEC 28 '78
REFER TO

81-125-1387



N
FAS A-368
E EVANS VALLEY ROAD
EVANS CREEK ROAD
WEST EVANS
LLOYELLEN DR
Creek
VALLEY VIEW DR
PINE ST
BROADWAY ST.
7th ST
Irrigation Ditch
Creek
PALMERTON PARK
4th ST
ELEM. SCH.
4th ST.
3rd ST
HIGH SCH.
BERGLAND
OAK ST
2nd ST
1st ST
ROBINS AVE
WOODVILLE CEMETERY
CREEK ROAD
WARD
NORTH RIVER ROAD
W MAIN ST
E MAIN ST
M.P. 48.87
SOUTHERN PACIFIC
FAI-5
5
TO GRANTS PASS
WILLOW RD.
ROGUE
LANDSBEDEL AVE
COYOTE EVANS WAYSIDE
DEPOT
HWY
RIVER NORTH STAR LN.
M.P. 8.81
FAP-3
ROGUE
99
TO GRANTS PASS
NO. 60
FAP 3
99
TO CENTRAL POINT
RIVER
NO. 1
CO.
M.P. 48.32
FAI 5
TO CENTRAL POINT
GILMORE
GARDINER
T 36 S R 4 W W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
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L LIBRARY
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 845
Scale in Feet
Revised December 1974

PROPOSED FAS-C PROJECT

ROGUE RIVER

JACKSON COUNTY OREGON

9303

FEDERAL AID PROJECT REQUEST

Date September 18, 1978

Applicant Agency Jackson County Department of Public Works

Request for: Off-System ____, FAS-C XX , FAUS ____ Project

Federal Aid Route No. A-368 Route Name PINE STREET (Rogue River)

Project Name PINE STREET (Rogue River)
FOOTHILLS BLVD.- EAST EVANS CREEK ROAD SECTION

Project Length 2,300' (0.43 mile) Project Location (Attach sketch map)

Project Description Grading, storm drainage, curb & gutter, sidewalks, surfacing, and asphaltic concrete pavement. Project involves total reconstruction of existing substandard street to present day standards.

Average Daily Traffic 5,500 Design Speed Posted for 25 m.p.h.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width Varies:24'-36' Travel Lanes 11' Shoulders gravel-width varies

Medians None Parking on gravel shoulders

Sidewalks None

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 40' Travel Lanes 12' Shoulders n/a

Medians No Parking 8'

Curbed Yes Length Curb Radii 20' minimum

Sidewalk/Bikeway 6' sidewalk

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 52' Minimum 52' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No XX

3. Will additional right-of-way be needed? Yes XX No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes XX No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

An existing pedestrian signal is located approximately midway in the project in front of the Rogue River Elementary School.

2. Proposed Signalization:

Location None proposed

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

14 existing street lights - see attached sheet

2. Proposed Illumination:

Location 300' intervals (maximum)

Type 21,000 lumen luminaires

Remarks Coordinate with City for specific locations

V. STRUCTURE DATA

1. Existing Structure: NONE

Location

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure: NONE

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired: n/a

Are any utilities to be attached to structure? n/a

Are provisions for illumination desired? n/a

Are there any unusual or complicating conditions? n/a

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No XX

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Jackson County Public Works Department
Office (Robert J. Carstensen, Director)
2. Environmental — Same
Office
3. Public Hearing — Same
Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State XX Consultant ______

NOTE: County has established "P" line and has completed topographical map

2. Project construction engineering to be performed by:

Applicant__________ State XX Consultant__________

3. Will applicant perform any work prior to or after award of contract?
Yes__________ No XX
If "yes," describe briefly:__________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 322,000.00
Right-of-way costs (if participating)	40,000.00
Traffic control	10,000.00
Illumination	15,000.00
Structures	n/a
Railroad	n/a
Other__________	---
Preliminary engineering & Contingencies (20%)	69,400.00
PROJECT TOTAL	$ 456,400.00

Remarks__________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF__________ and/or JACKSON COUNTY COUNTY

By__________ By Moore

By__________ By Isabel Sickels

By__________

RECEIVED
NOV 0 9 1978
JACKSON COUNTY DEPT.
of PUBLIC WORKS

9303

4.7

July 20, 1977

Jack Blendinger, Ed.D.
Superintendent
Rogue River School District No. 35
Post Office Box A
Rogue River, OR   97537

Dear Dr. Blendinger:

In response to your July 7 letter concerning Pine Street in Rogue River, that street is under the jurisdiction of Jackson County and whatever improvements are made must be initiated by the county.

Any assistance the State would give would be in the form of sharing the required match monies with Jackson County on a federal-aid project, as Pine Street is a part of the Federal Aid Secondary System.

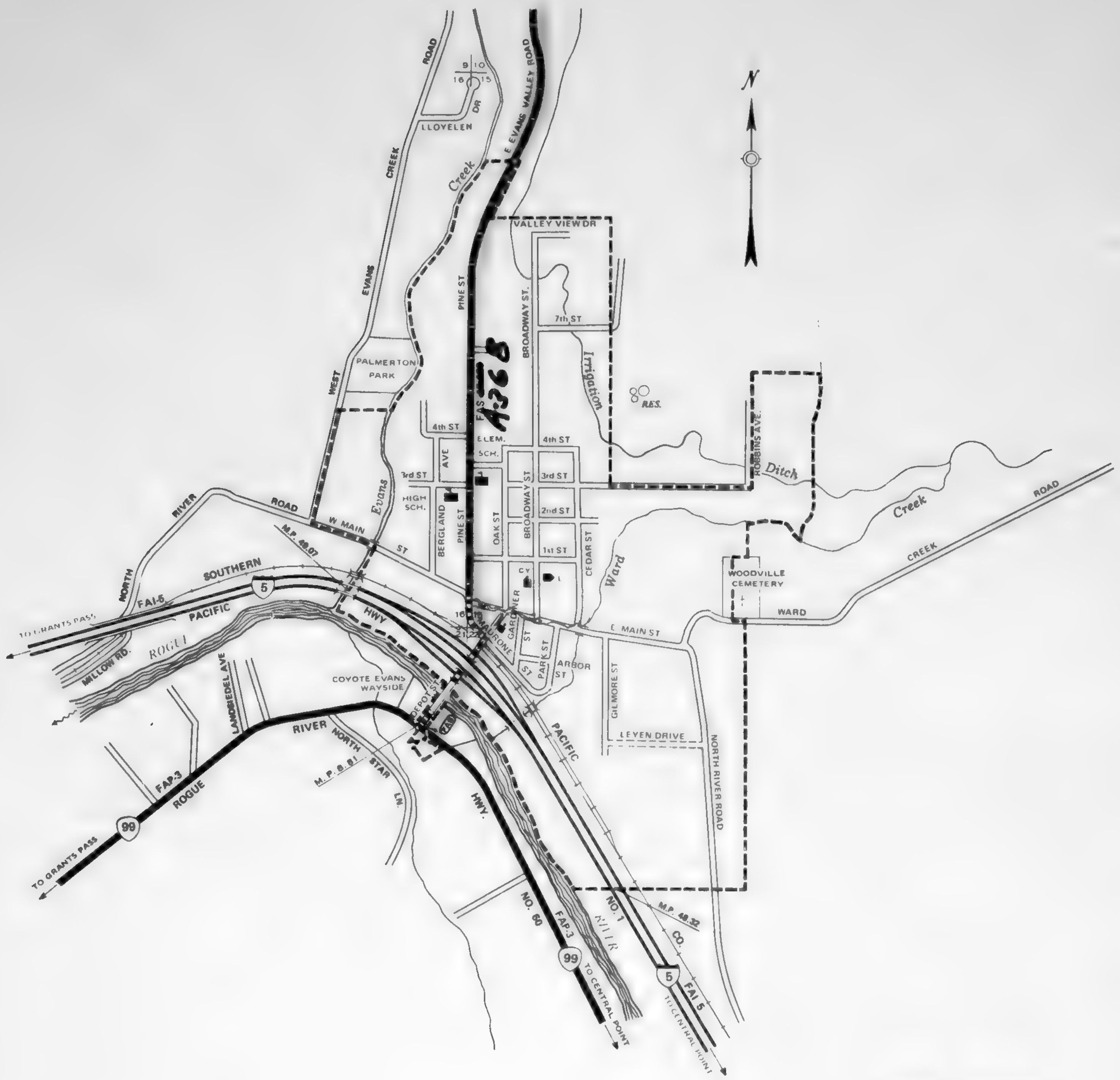
Sincerely,

H. S. Coulter
State Highway Engineer

cc Mr. Robert Carstensen
Jackson County

AS:slc ia

bc F. B. Klaboe
E. S. Hunter
D. H. Moehring
Alfred Shirley, Jr.


A368
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N
E EVANS VALLEY ROAD
WEST EVANS CREEK ROAD
LLOYELEN DR
9 10
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Evans Creek
VALLEY VIEW DR
PINE ST
BROADWAY ST
7th ST
Irrigation Ditch
RES.
PALMERTON PARK
4th ST
ELEM. SCH.
3rd ST
HIGH SCH.
BERGLAND AVE
OAK ST
2nd ST
1st ST
CEDAR ST
CY
L
ROBBINS AVE
Creek
WARD CREEK ROAD
WOODVILLE CEMETERY
Ward
NORTH RIVER ROAD
W MAIN ST
M.P. 48.07
SOUTHERN PACIFIC
FAI-5
5
TO GRANTS PASS
ROGUE
WILLOW RD.
LANGSIEDEL AVE
HWY
16
21 22
GARDNER ST
DEPOT ST
PARK ST
ARBOR ST
E MAIN ST
GILMORE ST
LEYEN DRIVE
COYOTE EVANS WAYSIDE
ROGUE RIVER HWY
FAP-3
99
TO GRANTS PASS
NORTH STAR LN
M.P. 8.81
RIVER
NO. 60
FAP-3
99
TO CENTRAL POINT
NO. 1
M.P. 48.32
CO
5
FAI-5
TO CENTRAL POINT

ROGUE RIVER

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 845

Scale in Feet

. T 36 S R 4 W W.M.

LEGEND

FAI FEDERAL AID INTERSTATE SYSTEM
FAP FEDERAL AID PRIMARY SYSTEM
FAS FEDERAL AID SECONDARY SYSTEM STATE
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POST OFFICE
SCHOOL
○ CITY CENTER
● R.R. DEPOT
▬ ▬ ▬ CITY LIMITS

PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

Revised December 1974

Rogue River School District No. 35

POST OFFICE BOX A
ROGUE RIVER, OREGON 97537
TELEPHONE (503) 582-3235

July 7, 1977

Mr. F. B. Klaboe, State Hwy. Eng.
State Traffic Commission
State Highway Department
Salem, OR 97310

Dear Sir:

The Board of Directors of the Rogue River Public Schools and I call your attention to the fact that Pine Street, a major transportation thoroughfare in our community, is unsafe for children walking to and from school. The street (1) is too narrow, (2) has no shoulders, (3) lacks sidewalks and (4) has heavy traffic. Your investigation of this matter would be much appreciated.

Sincerely,

Jack Blendinger

Jack Blendinger, Ed.D.
Superintendent

JB/ah

cc: Mr. Robert Carstensen, Engineer
Jackson County Roads Department

RECEIVED
STATE HWY ENGR
JUL 11 '77
REFER TO
[illegible]
FOR

Info	Inves	R.D	D.R	Sign	Act	File
	X	X				

RECEIVED
DOT OPERATI
JUL 11 '77
REFER TO
[illegible]
FOR

Info	Inves	R/D	J/R	Sign	[illegible]	File
			✓			

THIS DISTRICT COMPLIES WITH TITLE IX

1981 Florence-Eugene Hwy. at 9304
Fisher Rd. Sec. of the Florence-
Eugene Hwy. (Grading & paving)

930.4

rn cc: H. S. Coulter

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER 10	REPORT NUMBER 2	COUNTY Lane County 1-17-84		DIVISION Oregon
DATE OF REPORT 1-6-84	REPORT MADE BY W. N. Bryant, Area Engineer			PROJECT NO. F-25(5)
COMPLETION DATE 8-10-81	ACCEPTANCE DATE BY CONTRACT AGENCY 11/16/81		TIME ELAPSED 78 %	CONTRACT TIME 60 CD
APPROVED EXTENSIONS None	LOCATION Florence-Eugene Highway, SR 126, 2.6 mi. West of WCL of Eugene			

NOTE - *[redacted] of this report.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FLORENCE-EUGENE HWY. @ FISHER ROAD
FLORENCE - EUGENE HWY

Grading & Paving

This project provided for the construction of a left turn lane and the installation of a culvert for the intersection of Fisher Road and the Florence-Eugene Highway. A contract in the amount of $74,791.40 was awarded Wildish Construction Company, Eugene, Oregon on 6-1-81. Work began on 7-14-81 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes on 8-10-81 at a final cost of $83,127.38 which includes $55,901.31 for bid item work, $13,513.80 for work performed under price agreements, $1,112.27 for State Force work and $12,600.00 for construction engineering.

The only major significant overrun or underrun involved the deletion of bid items 10 (cement treated base) and 12 (aggregate for treated base) and replacement with plant mix cement treated base under PA 1 approved 8-17-81 with a net savings of $183.00.

RECEIVED
STATE HWY ENGR
JAN 18 '84
REFER TO Keasey
FOR
Info | Inves | R/D | D-R | Sign | Act | File

NOTED cy
W. E. SCHWARTZ 1/20

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W N Bryant W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 1-17-84	TITLE Field Operations Engineer	DATE 1/17/84

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.
(Rev 12-79)

9304

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

12-3-81

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Const. Co. No. 9191	Geary Canal Bridge Klamath County	Nov. 6, 1981
M.C. Lininger & Sons, Inc. No. 9006	Siskiyou Blvd.-Park St. (Ashland) Jackson County	Nov. 6, 1981
Wildish Const. Co. No. 9304	Florence/Eugene Hwy. @ Fisher Rd. Lane County	Nov. 16, 1981
Hannan Bros. Construction, Inc. No. 8877	Walluski River Bridge Clatsop County	Nov. 16, 1981
Mid-Columbia Paving Co. No. 9312	Shaniko-The Dalles/Calif. Hwy. Wasco County	Nov. 17, 1981
Hamilton Const. Co. No. 9115	Rock Creek Bridges Columbia County	Nov. 17, 1981
Howard Logsden Logging No. 9275	Cecil Rock Production Morrow County	Nov. 18, 1981
Douglas S. Coats, Inc. No. 9276	Umatilla River-UPRR X'ing (Echo) Umatilla County	Nov. 19, 1981
Steeck Elect. Co. No. 9218	Ore. Coast Hwy. @ Rhododendron Dr. (Florence) Lane County	Nov. 30, 1981
Peter Kiewit Sons' Co. No. 8804	Long Prairie Rd.-Willow Flat Rd. Hood River County	Nov. 30, 1981
Babler Bros., Inc. No. 8798	Warren-Scappoose Columbia County	Nov. 30, 1981
Ross Bros. Const., Inc. No. 8558	Denny Road Intchge. Washington County	Nov. 20, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Wildish Const. Co. No. 9031	Woodson Place-Main St. (Cottage Grove) Lane County	Nov. 30, 1981
Mill Plain Electric Inc. No. 9205	W. Portland Park & Ride Multnomah County	Dec. 1, 1981
Aubrey Mt. Const. Co. No. 9226	Mill Creek (Park) Bridge Polk County	Dec. 2, 1981

December 3, 1981 Keasey

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9304

L.

November 20, 1981

Industrial Indemnity Company
421 S. W. 6th Avenue
Portland, OR 97204

CON 5
#9304

Gentlemen:

On November 17, 1981, we wrote to you concerning release of final payment on Contract No. 9304 awarded to Wildish Construction Co. for work on the Florence-Eugene Highway at Fisher Road in Lane County.

Final payment on this contract is $1,700 and the total contract amount is $69,415.11. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Wildish Construction Co.
P. O. Box 7428
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
Alfred Shirley

9304

REPORT NO. 11

L,

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION FLORENCE-EUGENE HWY AT FISHER ROAD	**WEEK ENDING** 26 SEPTEMBER 1981	
	SECTION PREFIX 20-1041	
HIGHWAY FLORENCE-EUGENE	**COUNTY** LANE	
NAME OF JOB FLORENCE-EUGENE HWY AT FISHER RD	**KIND OF WORK** GRADING,PAVING	
CONTRACTOR WILDISH CONSTRUCTION CO	**CONTRACT NUMBER** 9304	**FEDERAL AID PROJECT NUMBER** F-25(5)
DATE OF CONTRACT 1 JUNE 1981	**DATE WORK STARTED** 14 JULY 1981	**ESTIMATED COMPLETION DATE**
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 **MEN:** 0 **SUPERVISION:** 0	**SPECIFIED WORK DAYS** **SPECIFIED CALENDAR DAYS** 60 CD	**WORK DAYS USED** **CALENDAR DAYS USED** 47
PROJECT AUTHORIZATION: $88498.65	**SPECIFIED COMPLETION DATE**	**PERCENT OF TIME ELAPSED** 78.3%
EXCLUSIVE OF ENGINEERING: $80769.51	**ENGINEERING AUTHORIZATION** $7729.14	**PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST** 100.0%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $70287.81	**ENGINEERING COST TO DATE** $7800.00 THIS WEEK 0.0	**PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION** 87.0%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 13.0 %	**PERCENT OF AUTHORIZATION** 100.9 %	**DATE PROJECT WAS COMPLETED:** 10 AUGUST 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	EXCAVATION ~~GRADING~~	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100.%	100.%	100.%	100.%	100.%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		0.23			0.23
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		2300.0 SY			1040.0 TN
TOTAL QUANTITIES CORRECTED TO DATE		1173.6 SY			951.9 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		1173.6 SY			951.9 TN
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	MOSTLY CLOUDY	0		
TUESDAY	SHOWERS	0		
WEDNESDAY	PARTLY CLOUDY	0		
THURSDAY	MOSTLY CLOUDY	0		
FRIDAY	MOSTLY CLOUDY	0		
SATURDAY		0		

K
RECEIVED
SEP 28 1981
CONSTRUCTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Florence-Eugene Hwy at Fisher Road - for week of Sept 13 thru 19, 1981.
MONDAY	No project work this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

NOTE: Project work complete. Semi-final submitted 9-22-81.

FINAL REPORT

SIGNED ____________ LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

#7304

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-25(5)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00114

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/6/81
8. FEDERAL ROUTE NUMBER Primary 25
9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:
Florence/Eugene Highway at Fisher Road

11. GENERAL DESCRIPTION OF WORK
Furnish and install signs and traffic separator symbols

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of August 6, 1981 as requested in Mr. Keasey's letter of August 19, 1981 as being in the public interest for the use of State Forces to proceed with the above work.

State Force Order No. 2 is approved for a TEC of $600 Federal Funds $529.

RECEIVED
STATE HWY ENGR
AUG 27 '81
REFER TO
FOR

Info	Invc	R/D	D/R	Sign	Act	File
					✓	

14. DATE 8/25/81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4-34

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
6-84	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Lane
	6-2-81	PROJECT NO. F-25(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Florence/Eugene Highway at Fisher Road

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-6-81	0.00

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 87,354.00	$ 77,028.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ____________________

Asst. State Highway Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator 6-2-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon June 2, 1981

Federal Aid Project
No. F-25(5)

Florence/Eugene Highway at Fisher Rd. Section
Florence/Eugene Highway
Lane County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 334+15 to Sta. 346+46)

Mobilization		All Required	$ 5,625.00
Temporary Protection and Direction of Traffic		All Required	1,925.00
Temporary Signs	165 Sq. Ft.	5.00	825.00
Temporary Barricades	4 Each	45.00	180.00
Temporary Delineators	14 Each	12.00	168.00
Flagmen	200 Hour	23.50	4,700.00
Clearing and Grubbing		All Required	4,350.00
General Excavation		All Required	3,400.00
Aggregate Shoulders	650 Ton	7.35	4,777.50
Cement Treated Base	2,300 Sq. Yd.	2.60	5,980.00
Cement for Treated Base	94 Ton	77.00	7,238.00
Aggregate for Treated Base	370 Ton	5.20	1,924.00
Class "C" Asphalt Concrete	1,040 Ton	28.30	29,432.00
18-inch Culvert Pipe	226 Lin. Ft.	14.65	3,310.90
Extra for Asphalt Approaches	4 Each	175.00	700.00
Delineators, Type 2	10 Each	16.00	160.00
Delineators, Type 3	6 Each	16.00	96.00
			$74,791.40

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,000.00
Roadside Seeding and Mulching	All Required	500.00
		$ 1,500.00
	SUBTOTAL	$76,291.40
	Engineering	11,062.60
	TOTAL	$87,354.00

Length of Roadway ----------- 0.00

Work Retained in Program Status
(not included in amounts below)

Permanent Striping	All Required	$ 1,000.00

Federal Funds 88.18%----------------	$77,028.00
State Funds ------------------------	10,326.00
TOTAL	$87,354.00

Group 1	100%
Contract No.	9304
Prefix	20-1970
Prefix	20-1041

9304

5-6-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-25(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00114

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/6/81

8. FEDERAL ROUTE NUMBER Primary 25

9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:
Florence/Eugene Highway at Fisher Road Section

11. GENERAL DESCRIPTION OF WORK
Channelization Section

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Permanent Pavement Striping S.F. $1,000 Roadside Seeding and Mulching $500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's May 6, 1981 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $98,000 Federal Funds $86,410.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAY 21 '81
REFER TO
[illegible]

14. DATE 5/6/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

[illegible]

62

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/29/81
Donald L Rout

Bill

~~[illegible]8~~ May 28, 1981 Bid Letting ____________ All Clear Deadline

SECTION Florence/Eugene Hwy. at Fisher Rd.
Highway Florence-Eugene
County Lane Region 3
Type of Work G-P-Lt. Turn Funds FA
State____ Consultant ____ Plans Avail.___Yes ___No

~~Noise~~

DOCUMENTS:

3 Exc

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☒

9304

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

April 27, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00114
Project No. F-25(5)
Florence/Eugene Hwy. @ Fisher Rd. Sec.
Lane County

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on May 28, 1981.

Funds for this project are available from obligations released on other projects by final voucher submissions and other actions.

JLG:bkc
Attachments

cc: Alfred Shirley, Jr. (Region 3)
General Files

Form 734-3122

7354 62

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

TO: Duane Christensen,
Final Design Engineer

DATE: February 23, 1981

FROM: David L. Jones,
Resident Engineer

SUBJECT: Preliminary Plans Review
Fisher Road
Florence-Eugene Hwy.

I offer the following after review of the subject plans:

1. Make general excavation lump sum.
2. Make trench excavation incidental to pipe installation.
3. Make A.C. commercial "C" mix.
4. No separate pay for water, tack or asphalt in seal.
5. No seeding and mulching.
6. Permanent signing and striping should be State Force Orders, about $1,000 each.

The plans themselves are very good.

The only other comment I have, keep the temporary traffic control and temporary signing simple.

cc: Jim Gix

REFERRED TO
2 Beard WGB Stoudenmeyer
1 Cole WEC Mann
Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
1 Christensen DDC
Olson
2 Sullivan JWS
Terpin
Trout
Wakerlig

RECEIVED
FEB 24 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Bill [illegible]

9304

7-28-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -25(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA, Salem, Oregon

PROGRAM NO.

ITEM NO. 00114

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENG
JUL 30 '80
REFER TO Mietzing
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7-30
mig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-28-80

FEDERAL ROUTE NUMBER Primary 25

STATE ROUTE NUMBER Primary 62

GENERAL LOCATION:

Florence-Eugene Highway at Fisher Rd. Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work TEC $10,850 - Federal funds $9,564
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 7-10-80.

DATE 7-28-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-818

9304

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

62

DATE April 14, 1980

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Florence - Eugene Hwy. @ Fisher Rd.

HIGHWAY NAME: Florence - Eugene

HIGHWAY NUMBER: 62

REGION 3	ADMINISTRATIVE DISTRICT 5	COUNTY Lane	CITY N/A

LENGTH: 0.6 MILEPOST NUMBER 51.8 TO 52.4 ☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT: N/A

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION: Construct left turn refuge.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): ~~1978 - 8000~~ 1980 - 8400

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1990 - 11,300

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55 mph

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

REFERRED TO

Board
Cole
Eriksen
Hager
Stoudenmeyer
Mann
✓ Watson W
Dorn
Leu
1 Versteeg ✓
Anderson
2 Christensen Don
3 Olson WW
Sullivan
Ternin
Trask
4 Walker [illegible]

[✓ Return] Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

RECEIVED
JUL 08 1980
ROAD DESIGN SECTION

APPROVED
Frank E. Nerpin
Location Engineer
Date 7/1/80

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	two - 12'	two - [illegible]2'
SHOULDERS	two - 4' - 6'	two - 6'
MEDIANS	N/A	one - 16'
PARKING LANES	N/A	N/A
SIDEWALKS	N/A	N/A
BIKEWAYS	N/A	~~N/A~~ Shoulder Bikeway
INTERCHANGES	N/A	N/A
OTHER:	N/A	N/A

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☐	☒
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☐	☒
Environmental Assessment	☐	☒	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Telephone and Electric

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☐	☒
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

TO BE PERFORMED BY

		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☐	☒	☐
RIGHT—OF—WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(5 months)	1 month
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	______ (Region)	F 1Q '82 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
1" -0 Base	16"	----
Class B - AC	6"	4"

7 - TYPICAL SECTION AND LOCATION

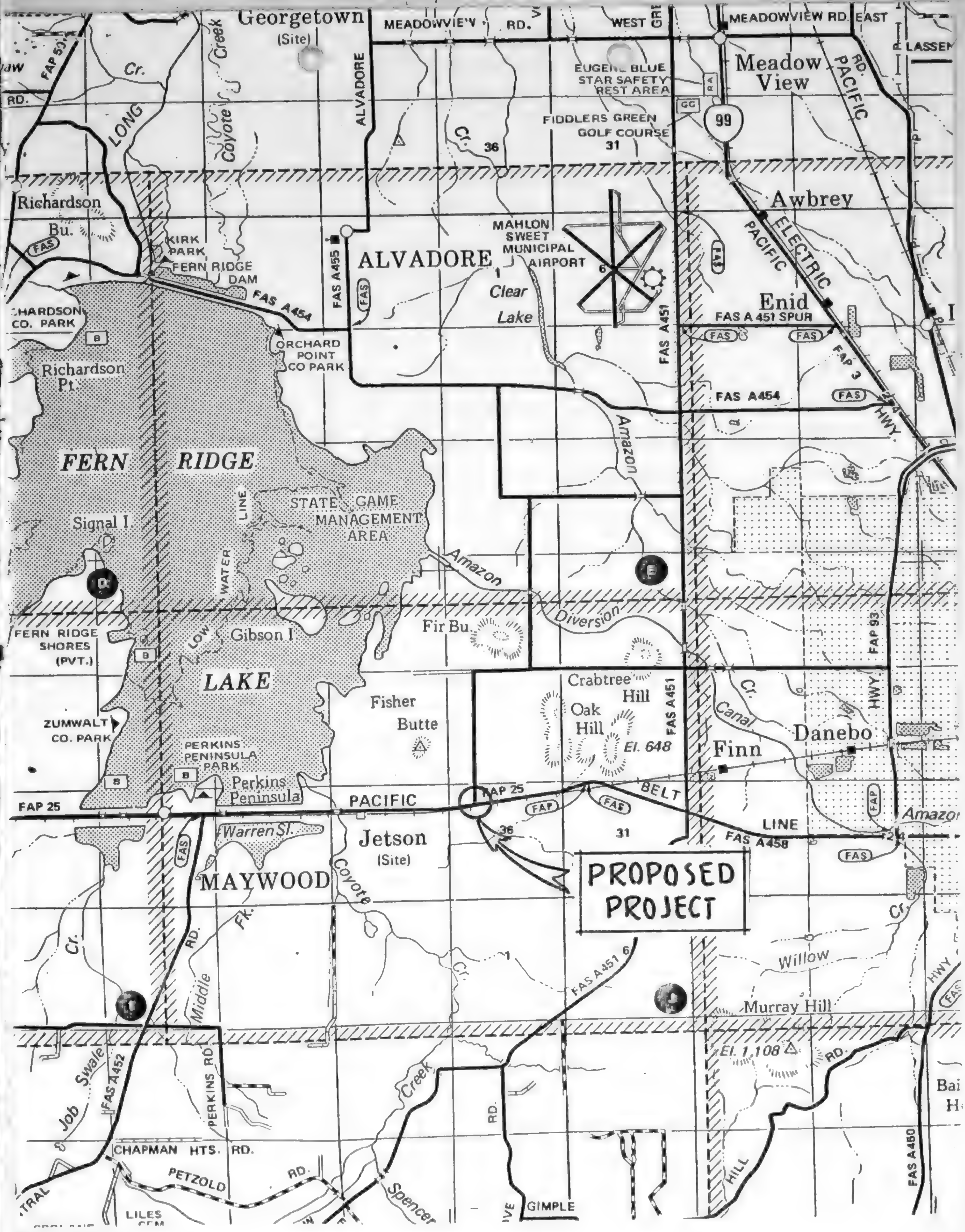
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	10,000	10.850
RIGHT OF WAY	-0-	
TRAFFIC CONTROL , Temporary & Permanent	1,000	$4.000
ILLUMINATION	-0-	
STRUCTURES	-0-	
RAILROAD	-0-	
ROADWAY	125,000	125.000
OTHER		
ENGINEERING & CONTINGENCIES	26,400	26.400
PROJECT TOTAL	158,400	166.250

SUBMITTED BY

Dave Jones, Resident Engineer



Georgetown (Site)
MEADOWVIEW RD.
WEST
MEADOWVIEW RD. EAST
LASSEN
Meadow View
EUGENE BLUE STAR SAFETY REST AREA
FIDDLERS GREEN GOLF COURSE
99
PACIFIC RD.
ALVADORE
LONG Cr.
Coyote Creek
Cr.
36
31
FAP 50
RD.
Richardson Bu.
KIRK PARK
FERN RIDGE DAM
FAS A454
FAS A455
ALVADORE
MAHLON SWEET MUNICIPAL AIRPORT
6
1
Clear Lake
FAS A451
Awbrey
PACIFIC ELECTRIC
Enid
FAS A 451 SPUR
FAP 3
HWY.
FAS A454
CHARDSON CO. PARK
ORCHARD POINT CO PARK
Richardson Pt.
FERN RIDGE
LAKE
Signal I.
STATE GAME MANAGEMENT AREA
LOW WATER LINE
Amazon
Amazon Diversion
Fir Bu.
Gibson I
FERN RIDGE SHORES (PVT.)
ZUMWALT CO. PARK
PERKINS PENINSULA PARK
Perkins Peninsula
Fisher Butte
Crabtree Hill
Oak Hill
El. 648
FAS A451
Finn
Danebo
Canal Cr.
FAP 93 HWY
FAP 25
PACIFIC
FAP 25
BELT LINE
FAS A458
Amazon
Warren Sl.
Jetson (Site)
MAYWOOD
Coyote
36
31
PROPOSED PROJECT
Middle Fk.
RD.
Cr.
FAS A451
6
1
Cr.
Willow
Murray Hill
El. 1,108
RD.
Job Swale
FAS A452
PERKINS RD.
Creek
RD.
HILL
FAS A450
HWY
Bai H
CHAPMAN HTS. RD.
PETZOLD RD.
LILES CEM
Spencer
GIMPLE
TRAL

1981 McKenzie Hwy. @ Goodpasture Rd. Sec. of the McKenzie Hwy. (Guard rail) 9305

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-620

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U.S. D RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 8-30-82	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HHS-28(2)
COMPLETION DATE 8-11-81	ACCEPTANCE DATE BY CONTRACT AGENCY 10-30-81	TIME ELAPSED 110 %	CONTRACT TIME 50 Calendar Days
APPROVED EXTENSIONS NONE	LOCATION McKenzie Highway, 17.6 miles east of Springfield, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

McKENZIE HWY. @ GOODPASTURE RD.
McKENZIE HIGHWAY
Guardrail

This project provided for the installation of 2,300 feet of Type 2A guardrail along the McKenzie Highway approximately 17.6 miles east of Springfield, Oregon. A contract in the amount of $31,840.00 was awarded R. A. Hatch Co., Bend, Oregon, on June 1, 1981. Work began on July 1, 1981 and was completed in reasonably close conformance with the plans and specifications on August 11, 1981 at a final estimated cost of $34,986.00 which includes $32,211.00 for bid items, $150.00 for approved changes, $325.00 credit for liquidated damages and $2,950.00 for construction engineering. A total of 55 calendar days specified.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 7 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer	SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer
TITLE Area Engineer DATE 9/2/82	TITLE Field Operations Engineer DATE 9/2/82

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9305

L.

November 12, 1981

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9305

Gentlemen:

On November 5, 1981, we wrote to you concerning release of final payment on Contract No. 9305 awarded to R. A. Hatch Co. for guard rail on the McKenzie Highway at Goodpasture Road in Lane County.

Final payment on this contract is $1,150 and the total contract amount is $32,036. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
Alfred Shirley

9305

L.

11-5-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
F. E. Ward, Inc. No. 9187	Mohler Overflow Bridge Tillamook County	Oct. 8, 1981
Hertz Electric, Inc. No. 9193	Oak St. & Airport Rd. (Lebanon) Linn County	Oct. 8, 1981
Steeck Electric Co. No. 9211	Ore.Coast Hwy.@ 6th St. (Gold Beach) Curry County	Oct. 27, 1981
Hamilton Electric, Inc. No. 9232	Scholls Hwy.@ SW Nimbus Ave. Washington County	Oct. 27, 1981
Rock Process, Inc. No. 9324	Austin Rock Production Grant County	Oct. 27, 1981
Dales Sand & Gravel Co., Inc. No. 9100	Middlebrook St.-Pac. Hwy. West (Newberg) Yamhill County	Oct. 27, 1981
Hamilton Elect., Inc. No. 9089	2nd St. & 3rd St. Signal Impr. (The Dalles) Wasco County	Oct. 29, 1981
Hertz Electric, Inc. No. 9199	Oswego Hwy. @ Marylhurst Dr. (W. Linn) Clackamas County	Oct. 30, 1981
Wildish Medford Construction Co. No. 9234	Pac. Hwy.-Main Ave. (Canyonville) Douglas County	Oct. 30, 1981
R. A. Hatch Co. No. 9305	McKenzie Hwy. @ Goodpasture Rd. Lane County	Oct. 30, 1981
R. L. Coats No. 9272	Old Dry Cr. Rd.-Ochoco Hwy. Crook County	Oct. 30, 1981
Douglas S. Coats, Inc. No. 9221	Powder River (Broadway Ave.) Bridge Baker County	Oct. 30, 1981

November 5, 1981

C. T. Keasey
Asst. State Highway Engineer

9305

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FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: McKenzie Highway @ Goodpasture Road

WEEK ENDING: September 5, 1981

SECTION PREFIX: 20-1042

HIGHWAY: McKenzie

COUNTY: Lane

NAME OF JOB:

KIND OF WORK: Guard Rail

CONTRACTOR: R.A. Hatch Co.

CONTRACT NUMBER: 9305

FEDERAL AID PROJECT NUMBER: HHS-28(2)

DATE OF CONTRACT: June 1, 1981

DATE WORK STARTED: July 1, 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 50

CALENDAR DAYS USED 55

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 110

PROJECT AUTHORIZATION: $ 38,288.80

EXCLUSIVE OF ENGINEERING: $ 34,944.80

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 32,036.00

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 8 %

ENGINEERING AUTHORIZATION $ 3,334.00

THIS WEEK 110.00

ENGINEERING COST TO DATE $ 3,210.00

PERCENT OF AUTHORIZATION 96 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92

DATE PROJECT WAS COMPLETED: August 11, 1981

SEMIFINAL SUBMITTED TO REGION September 2, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		60 CY			
TOTAL QUANTITIES CORRECTED TO DATE		69 CY			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		69 CY			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30		0		
MONDAY 31		0		
TUESDAY 1		0		
WEDNESDAY 2		0		
THURSDAY 3		0		
FRIDAY 4		0		
SATURDAY 5		0		

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RECEIVED
SEP 8 1981
CONSTRUCTION BRANCH
CM CA LE TC [illegible] CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal submitted to Region on September 2, 1981.

Final report.

SIGNED David L. Jones, R.E. LOCATION Springfield

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9305.

STATE COPY 2.

TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	te Oregon
MONTHLY TRANSACTION NUMBER 6-82	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
PROJECT REPORT NUMBER		Project Number HHS-28(2)
MODIFICATION NUMBER 1	6-2-81	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 26, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,000.00	$ 40,143.00
Federal funds	$ 2,700.00	$ 36,128.00
Other revisions		

This modification is made for the following reasons: adding the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of June, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highw Division
Salem, Oregon June 2, 1981

deral Aid Project
No. HHS-28(2)

McKenzie Hwy. at Good Pasture Rd. Section
McKenzie Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.

Preliminary Engineering		All Required	$ 3,000.00

Type Code SFTY
Guardrail (Sta. 1355+50 to Sta. 1380+50)

Mobilization		All Required	$ 3,000.00
Temporary Protection and Direction of Traffic		All Required	1,000.00
Temporary Signs	74 Sq. Ft.	5.00	370.00
Temporary Barricades	2 Each	80.00	160.00
Flagmen	100 Hour	22.00	2,200.00
Removal of Structures and Obstructions		All Required	1,000.00
Aggregate Shoulders	60 Cu. Yd.	20.00	1,200.00
Guardrail, Type 2A	2,000 Lin. Ft.	9.00	20,700.00
Guardrail, Type 1	4 Each	350.00	1,400.00
Rail End Pieces, Type B	2 Each	150.00	300.00
Rail End Pieces, Type C	2 Each	150.00	300.00
Delineators, Type 4	14 Each	15.00	210.00
			$31,840.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 600.00
	SUBTOTAL	$32,440.00
	Engineering	4,703.00
	TOTAL	$37,143.00

Length of Roadway ------------- 0.0 mi.

SUMMARY OF FUNDS 90%

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 2,700.00	$ 300.00
Guardrail	37,143.00	33,428.00	3,715.00
TOTAL	$40,143.00	$36,128.00	$ 4.015.00

Group 1	100%
Contract No.	9305
Prefix	20-1977
Prefix	20-1042

McKenzie Hwy. at Good Pasture Rd.
(nonparticipating - State Work)

State Responsibility for Damages	All Required	$ 1,000.00

STATE COPY

OMB No. 04-R2089

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TO BE COMPLETED BY FHWA ~~MONTHLY~~ TRANSACTION NO. 12-40	. DEPARTMENT OF TRANSPORTATION EDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11/26/80	State egon County Lane Project No. HHS-28(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 126, @ Goodpasture Road

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-14-80	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT $ 3,000.00	FEDERAL FUNDS $ 2,700.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Asst. State Highway Engineer
(Title)

~~XX~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator NOV 26 1980

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon November 21, 1980

Federal Aid Project
No. HHS-28(2)

McKenzie Hwy. @ Goodpasture Rd. Section
SR 126 in Lane County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$3,000.00
	TOTAL	$3,000.00

Length of Project ------------ 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 2,700.00	$ 300.00
Retain in Program Status			
Contract Work	30,000.00	27,000.00	3,000.00
TOTAL	$33,000.00	$29,700.00	$3,300.00

Group 1-100%
Prefix 20-1977

9305

15

ROAD DESIGN SECTION

Dave Jones
Resident Engineer

May 20, 1981

Lyle Watson
Lyle Watson
Acting Final Design Engineer

McKenzie Highway at Goodpasture Road Section
McKenzie Highway
Lane County

It has been determined that "C" end pieces would be more appropriate for the guardrail ends at the bridge. Please arrange to install "C" end pieces on construction, instead of the "B" end pieces called for on the contract plans.

This project is on the May 28, 1981 contract letting schedule.

FE:ja

cc Alfred Shirley
Jack Sullivan
C. T. Keasey
Dale Wilken (FHWA)

NOTED
D. O. Christensen

9305

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-6-8

ORE **LETTER OF APPROVAL AND/OR AUTHORIZATION**

1. FEDERAL-AID PROJECT NO.	HHS-28(2)
2. STATE PROJECT NO.	See below
2A. COUNTY NAME	Lane
4. PROGRAM NO.	
5. ITEM NO.	10051

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
5/6/81	Primary 28	Primary 15

10. GENERAL LOCATION:

McKenzie Highway at Goodpasture Road Section

11. GENERAL DESCRIPTION OF WORK

Guardrail

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent pavement striping S.F. $600

13. REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's May 5, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $45,656, Federal funds $41,090.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
21 '81

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5-6-81		for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9305

ENVIRONMENTAL REVIEW CHECKLIST

~~June 25~~ May 28, 1981 Bid Letting ____ All Clear Deadline

ALL CLEAR 4/29/81

Bid

SECTION McKenzie Hwy at Goodpasture Rd.
Highway McKenzie
County Lane Region 3
Type of Work Guardrail Funds HHS
State ____ Consultant ____ Plans Avail. ___Yes ___No

~~Noise~~

3EXC

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☒

1365

15

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

11-19-80

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: McKenzie Highway @ Goodpasture Road

HIGHWAY NAME: McKenzie Highway

HIGHWAY NUMBER: 15

REGION 3	ADMINISTRATIVE DISTRICT 5	COUNTY Lane	CITY
LENGTH 0.20	MILEPOST NUMBER 25.55 TO 25.75	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☐ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HHS

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER guardrail

PROJECT DESCRIPTION

This is a highway safety project to lengthen and upgrade existing guardrail and bridge rail.

1 ✓

2

3

4

RECEIVED

DEC 0 1 1980

ROAD DESIGN SECTION

Do Not File ☐

Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
3350 - 1978	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☒	☐	☐	☐	☐
PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
55	AASHTO	☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Frank E. Respin

Location Engineer

Date 11/19/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING [illegible]UMBER AND WIDTH	PRO[illegible]SED NUMBER AND WIDTH
TRAVEL LANES	2 @ 12'	no change
SHOULDERS	2 @ 4'	no change
MEDIANS	none	—
PARKING LANES	"	—
SIDEWALKS	"	—
BIKEWAYS	"	—
INTERCHANGES	"	—
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☐	☒	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☐	☒	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Telephone

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT		N/A
CORRIDOR APPROVAL		N/A
FIELD SURVEY		N/A
PRELIMINARY DESIGN		N/A
DESIGN APPROVAL/FINAL EIS		N/A
RIGHT-OF-WAY DESCRIPTIONS		N/A
RIGHT-OF-WAY ACQUISITION		N/A
P.S. & E. DOCUMENTS		3

RECOMMENDED CONSTRUCTION DATE ______ (Region) [redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
no grading or paving		

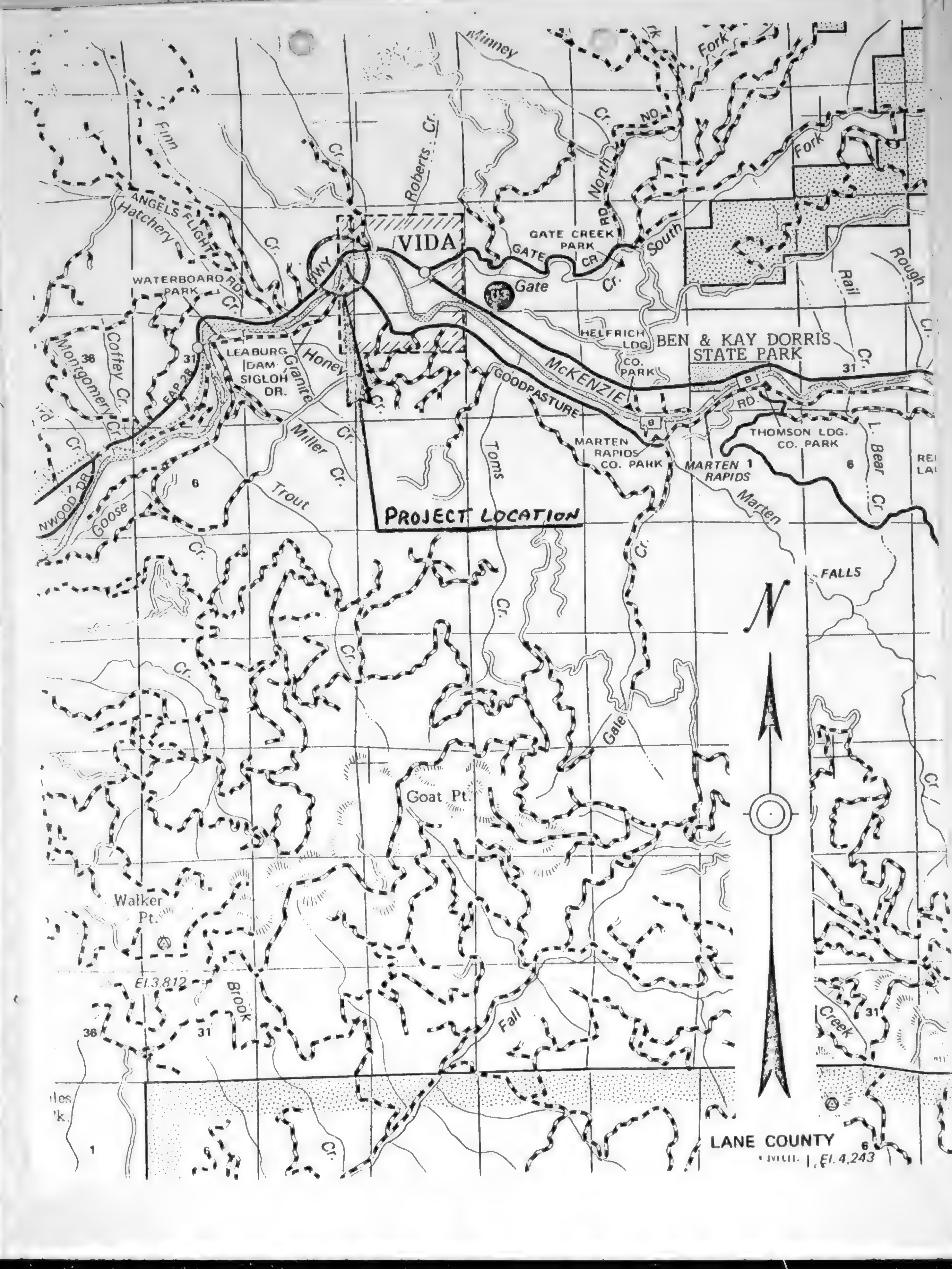
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		3.000
RIGHT OF WAY		2.000
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Guardrail		30,000
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL		35.000

SUBMITTED BY ______________________


Minney
Fork
Finn
Cr.
Roberts Cr.
Cr.
NO.
North
RD.
Fork
ANGELS FLIGHT
Hatchery
Cr.
VIDA
GATE CREEK PARK
GATE CR
Cr.
South
Rail
Rough
HWY
WATERBOARD PARK
RD
Cr.
Gate
126
36
Coffey Cr.
Montgomery Cr.
31
FAP 28
LEABURG DAM
SIGLOH DR.
Granite
Honey
Cr.
HELFRICH LDG CO. PARK
BEN & KAY DORRIS STATE PARK
Cr.
31
GOODPASTURE
McKENZIE
RD.
B
B
Cr.
Miller
Cr.
Cr.
Toms
MARTEN RAPIDS CO. PARK
THOMSON LDG. CO. PARK
L. Bear Cr.
1
6
MARTEN RAPIDS
Marten
6
Trout
Goose
NWOOD DR.
PROJECT LOCATION
Cr.
Cr.
FALLS
N
Cr.
Cr.
Cr.
Gale
Goat Pt.
Cr.
Walker Pt.
El.3,812
Brook
36
31
Fall
Creek
31
1
6
Cr.
LANE COUNTY
6
El.4,243

9305

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-14-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HS-28(2)

STATE PROJECT NO.: See below

PROGRAM NO.:

COUNTY NAME: Lane

ITEM NO.: 10051

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
FHWA, Oregon Division, Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 19 '80
REFER TO [illegible]
FOR
Info | Inves | R/D | D/A | Sign | Act | File

11-19

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 11-14-80

FEDERAL ROUTE NUMBER: Primary 28

STATE ROUTE NUMBER: Primary 15

GENERAL LOCATION:

McKenzie Highway at Goodpasture Road

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER (Specify)

Including Utility Preparatory Work
TEC $3000 - Federal funds $2,700

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-3-80.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-14-80	G K	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-631-555

9305

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

November 3, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10051
Project No. HHS-28(2)
McKenzie Hwy. @ Goodpasture Road Section
Lane County

Attached support data consists of PR-1 forms with project maps, Authority for Survey, project application, narrative, accident data, pictures and sketch maps.

I request the following:

1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Concurrence that this project falls under the Statewide Categorical Exclusions approved by FHWA 2-25-80 satisfying the requirements of FHPM 7-7-2.

3) Authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval for the project at an estimated total cost of $3,000 with an obligation of $2,700 in Federal funds.

By computation this intersection would rank 166th on the Rural Priority list previously submitted to the FHWA.

DRH:bke
Attachments
cc: L.E. George
Alfred Shirley (Region 3)
✓ General Files

Form 734-3122

PRO 6-2

STATE OF OREGON
Highway - Traffic 378-6537

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: October 17, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project

A project has been requested to upgrade and extend the existing guardrail at the intersection of the McKenzie Highway and Goodpasture Road in Lane County.

Construction will be by contract with State Forces performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	McKenzie Highway at Goodpasture Road Lane County	$30,000	$27,000	$3,000

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

NOTED
GLEN L. CLARK

L. E. George
Traffic Engineer

RHB:jb
Attachment

APPROVED:

State Highway Engineer

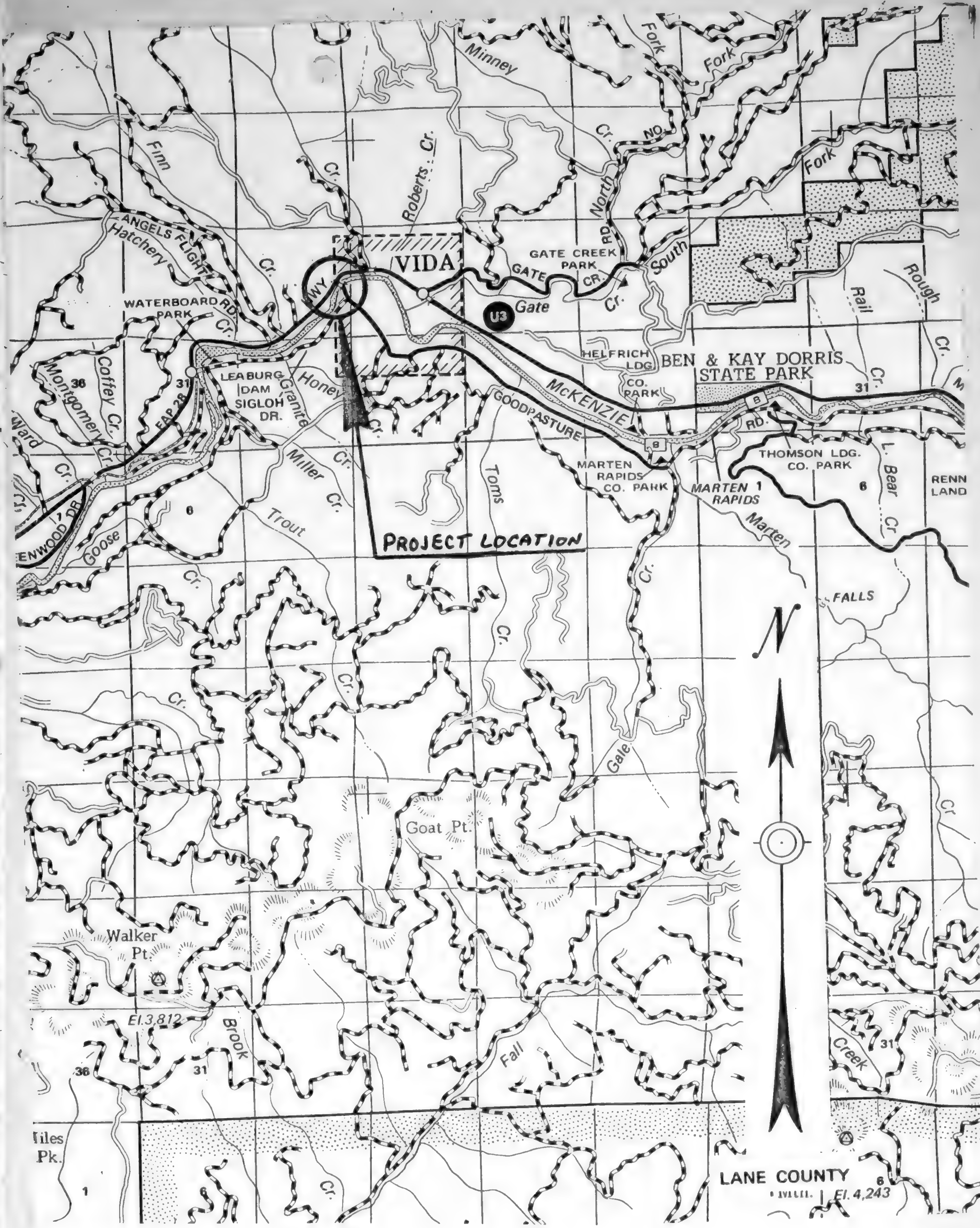
DATE: 10/22/80

[illegible]

NOTED
DWAYNE [illegible]

ENGINEERING

Contains Recycled Materials
81-125-1387


Minney
Fork
Fork
NO.
North
Cr.
Fork
Finn
Roberts Cr.
Cr.
ANGELS FLIGHT
Hatchery
Cr.
VIDA
GATE CREEK
PARK
GATE
CR.
RD.
Cr.
South
WY
WATERBOARD RD
PARK
Cr.
U3
Gate
Rail
Rough
Cr.
Cr.
HELFRICH
LDG.
CO.
PARK
BEN & KAY DORRIS
STATE PARK
36
31
Coffey Cr.
Montgomery Cr.
LEABURG
DAM
SIGLOH
DR.
Granite
Honey
Cr.
GOODPASTURE
McKENZIE
8
31
8
RD.
EAP 28
ward
Cr.
Cr.
Miller
Cr.
Cr.
Toms
MARTEN
RAPIDS
CO. PARK
THOMSON LDG.
CO. PARK
L. Bear
Cr.
RENN
LAND
MARTEN
RAPIDS
1
6
Marten
6
ENWOOD DR.
Goose
Trout
PROJECT LOCATION
Cr.
Cr.
Cr.
FALLS
N
Cr.
Cr.
Cr.
Gale
Cr.
Goat Pt.
Walker
Pt.
El.3,812
Brook
36
31
Fall
Creek
31
Miles
Pk.
1
6
Cr.
LANE COUNTY
6
El. 4,243

1981 Ash Ck. Br. No. 4599A 9306
Sec. of Independence Hw.
(Grading, paving & structure)

rll
9306

U.S. Department of Transportation
Federal Highway Administration

cc: OSHD (Coulter) STAT COPY

FINAL ACCEPTANCE REPORT

11-7-84

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 11/9/84	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. BRF-F-64(4)
COMPLETION DATE (Actual) 7/26/82	ACCEPTANCE DATE BY CONRTACT AGENCY 6/21/83	TIME ELAPSED 109 %	CONTRACT TIME 340 CD

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ASH CREEK BRIDGE NO. 4599A
INDEPENDENCE HIGHWAY
Grading, Paving & Structure

This project provided for the construction of a new, wider prestressed concrete slab bridge on Ash Creek. The north approach was also widened and reconstructed.

There were no major cost overruns or underruns and no contract claims.

A final inspection of the completed project was made August 13, 1982.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 20 '84
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 11/16/84	TITLE Field Operations Engineer	DATE 11/19/84

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

7[illegible]

5

August 23, 1983

Safeco Insurance Company
4101 SE Kruse Way
Lake Oswego, OR 97034

CON 5
#9306

Gentlemen or Ladies:

A post-final payment for $3,700 will be made to Gervais Construction, Inc. on Contract No. 9306 for work on the Ash Creek Bridge No. 4599A Section of the Independence Highway in Polk County as soon as the warrant is prepared.

The total amount paid on this contract will be $607,341.04 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Gervais Construction, Inc.
5655 Ferschweiler Lane
Woodburn, OR 97071

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

93[illegible]

5

August 22, 1983

Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5
#9306

Gentlemen or Ladies:

On June 23, 1983, we wrote to you concerning release of final payment on Contract No. 9306 awarded to Gervais Construction Inc. for work on the Ash Creek Bridge No. 4599A Section of the Independence Highway in Polk County.

Final payment on this contract is $3,206.19 and the total contract amount is $603,641.04. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Gervais Construction, Inc.
5655 Ferschweiler Lane
Woodburn, OR 97071

bc: C. T. Kaasey
Walt Hart
C. O. Fredrickson

9306

July 11, 1983

CON

Casandra G. Ross
Gervais Construction Co.
5655 Ferschweiler Lane
Woodburn, OR 97071

Request for Reconsideration
Contract Time Extension Request
Ash Creek Bridge
Contract No. 9306

Your request for reconsideration of the previously submitted request for additional contract time due to utility relocation delay has been carefully considered. Based upon the additional data submitted, an additional contract time extension of seven calendar days is granted due to the conflicts arising in the adjustment of PP&L facilities.

There remains ten calendar days of liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc C. T. Keasey
C. O. Fredrickson w/att.
Jack Martin w/att.
Bob Church (Note: This is FHWA non-participating.)

127-1001

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

DATE: June 1, 1983

TO: C. T. Keasey
CONSTRUCTION ENGINEER

FROM: Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Revised Request
Second Time Extension
Ash Creek Bridge
Contract No. 9306

By the attached April 8 and May 5, 1983, letters from Gervais Construction Inc., Steven Toney asks that we reconsider the second time extension request with respect to the interference by PP&L.

This project took 399 calendar days (cd) to complete. The contract authorized 340 cd. Your May 19, 1982, authorized 25 cd, leaving 34 cd. By a January 7, 1983, letter, Asssistant State Highway Engineer W. E. Schwartz authorized another 17 cd, leaving 17 cd.

Project Manager Jack Martin, in his attached May 24, 1983, letter, reanalyses the effect that the PP&L work had upon the overall project. He points out that on June 28, 1982, when PP&L was to start their work, Gervais Construction Company and their subcontractor, Coral Construction, had basically only critical-path items remaining that could not be done until the waterline was relocated. This means that the impact upon the contractors time was greater than the 50 percent that I previously analyzed.

The contractor, in his second time extension request, asked for 17 cd to cover this interference. Mr. Martin recommended 21 cd. I recommended ten. O. B. Jackmond recommended ten to Mr. Schwartz.

Mr. Martin now considers that the interference to the project justifies a 17 cd extension, or an additional seven more than previously extended. This office concurs. This leaves ten cd of liquidated damages under this contract. This additional seven cd will be nonparticipating.

attch.
GW/rgb

cc: Jack Martin

7-5-83

W. E. Schwartz —

I concur with Region and Project Mgr. and recommend an additional time extension of 7 C.D. due to the PP&L delay.

This time extension will be FHWA Non-participating.

O. B. Jackmond

RECEIVED
JUN 2 1983
CONSTRUCTION SECTION
CE
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81-125-1387

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co., Inc. No. 9368	Lake Rd. @ Oatfield Rd./34th (Milwaukie) & Oatfield Rd. @ SE Aldercrest Dr. Clackamas Co.	June 1, 1983
Dirt & Aggregate Intche., Inc. No. 9361	Glencoe Rd. & W. Union Rd. (North Plains) Washington Co.	June 1, 1983
Fabricators, Inc. No. 9297	Cape Cr. Tunnel-Sutton Lake Lane Co.	June 10, 1983
Hertz Electric, Inc. No. 9531	Pac. Hwy. W. @ N. Killingsworth St. (Portland) Multnomah Co.	June 20, 1983
Gervais Const., Inc. No. 9306	Ash Creek Bridge #4599A Polk Co.	June 21, 1983
Tice Electric Co. No. 9510	Columbia River Br. (N & S Channels) Mult. Co., Oregon & Clark Co., Wash.	June 27, 1983
Gresham Paving, Inc. No. 9404	Denny Rd.-Hart Rd. (Beaverton) Washington Co.	June 27, 1983

June 30, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

RECEIVED
STATE HWY ENGR
JUL 20 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
W. E. SCHWARTZ

1306

193

ROAD DESIGN SECTION 378-6558

C. O. Fredrickson
Region 2 Engineer, Salem

June 2, 1983

W. H. Wakerlig
Right of Way Descriptions Supervisor

Ash Creek Bridge Section
Independence Highway
Polk County

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Torpin
Trout
Wakerlig

RECEIVED
JUN 02 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

We are forwarding herewith a reproducible map (1R-4-715) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Designer Draftsman

ALD:rlr
Attachment

~~DIVISION FILE~~ COPY
State

9:06

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	1-167
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1-19-83

State: Oregon
County: Polk
Project Number: BRF-F-64(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 9, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	308,590.00 (010) $ ~~405,739.00 (118)~~	308,590.00 (010) $ ~~432,490.00 (118)~~
Federal funds	272,114.00 (010) $ ~~324,591.00 (118)~~	272,114.00 (010) $ ~~345,992.00 (118)~~
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of January, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D. E. [illegible]

Acting Program Section Manager
(Title)

XXBX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [illegible]
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon January 12, 1983

Federal-Aid Project
No. BRF-F-64(4)

Ash Creek Bridge Section
Independance Highway
Polk County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6203
Roadway (Sta. 96+48.30 to Sta. 99+09)(Primary Funding)

Total the same as previous estimate of June 24, 1982	$308,590.00

Type Code X080
Structure, Br. #4599A (Sta. 99+09 to Sta. 100+26)
Special Bridge Replacement Fund

Total of previous estimate of June 24, 1982	$405,739.00

Previous Estimate

Embankment in Place	501.32	Cu. Metre	6.52	$ 3,268.60
Class "B" Asphalt Concrete	300	Metric Ton	32.30	9,690.00
Watering	70	Kilolitre	7.00	490.00
				$ 13,448.60

Revised Estimate

Embankment in Place	3,807.70	Cu. Metre	6.52	$ 24,832.72
Class "B" Asphalt Concrete	423.22	Metric Ton	32.30	13,670.01
Watering	242.46	Kilolitre	7.00	1,696.87
				$ 40,199.60
			Increase	$ 26,751.00
			TOTAL	$432,490.00

Length of Project ---------- 0.210 mi.
Length of Structure -------- 0.023 mi.

Cost of Roadway Per Mile----$1,469,476.48

SUMMARY OF FUNDS

Description	Appn Code	%	Total Cost	Federal Funds	State Funds
Roadway	(010)	88.18	$308,590.00	$272,114.00	$ 36,476.00
Bridge	(118)	80.0	432,490.00	345,992.00	86,498.00
			$741,080.00	$618,106.00	$122,974.00

Group 1 59%; Group 2 40%; Group 8 1%
Contract No. 9306
Prefix: 127-1944
Prefix: 127-1007

4305

STATE COPY

L.

TO BE COMPLETED BY FHW	
MONTHLY TRANSACTION NUMBER	7-129 & 130
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6/9/81

State	Oregon
County	Polk
Project Number	BRF-F-64(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 9, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 339,389 (010) 374,940 (118)	$ 308,590 (010) 405,739 (118)
Federal funds	$ 299,273 (010) 299,952 (118)	$ 272,114 (010) 324,591 (118)
Other revisions		

This modification is made for the following reasons: to decrease Appn Code (010) $27,159.00 and increase Appn Code (118) by $24,639.00. The reason for this adjustment is due to applying the total amount of increase, on the 4-26-82 modification towards Appn Code (010) which was in error by amounts shown above.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of July, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XBX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 24, 1982

Federal-Aid Project
No. BRF-F-64(4)

Ash Creek Bridge Section
Independence Highway
Polk County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6203
Roadway (Sta. 96+48.30 to Sta. 99+09)(Primary Funding)

Total of Previous Estimate of June 1, 1982 $ 339,389.00

Previous Estimate of 4-26-82

Temporary Guard Rail, Type 1	586	Lin. Metre	20.00	$ 11,720.00
Embankment Foundation Excav.	636	Cu. Metre	11.80	7,504.80
Embankment in Place	9,605	Cu. Metre	6.52	62,624.60
Watering	595	Kilolitre	7.00	4,165.00
Treated Base Mixture	2,877	Metric Ton	17.00	48,909.00
Cement in Treated Base	158	Metric Ton	119.00	18,802.00
305-MM Sanitary Sewer Pipe	268	Lin. Metre	86.88	23,283.84
406-MM Sanitary Sewer Pipe	36	Lin. Metre	100.00	3,600.00
Manhole (PA #1)	1	Each	992.50	992.50
38-MM-0 Agg. Base (PA #2)	695	Net Ton	11.62	8,075.90
G2-MA Inlet (PA #3)			Lump Sum	525.00
W-1 Reflectors (PA #4)			Lump Sum	697.08
Type II Barricades (PA #4)	8	Each	70.00	560.00
Instl. & Mntain Illum. Sign & Beacon (PA #5)			Lump Sum	1,625.00
Han Spread Straw (PA #7)			Lump Sum	515.96
Place & Remove Drainage Curb (PA #7)			Lump Sum	1,741.64
Instl. & Remove Drainage Curb (PA #7)			Lump Sum	500.00
Storm Sewer (PA #8)			Lump Sum	2,292.00
Outlet Pipe for Plugged Inlet (S.F.O. #2)				1,127.83
				$ 199,262.15

Revised Estimate of 4-26-82

Temporary Guard Rail, Type 1	554 Lin. Metre	20.00	$ 11,080.00
Embankment Foundation Excav.	626 Cu. Metre	11.80	7,386.80
Embankment in Place	9,103.69 Cu. Metre	6.52	59,356.06
Watering	423 Kilolitre	7.00	2,961.00
Treated Base Mixture	2,100 Metric Ton	17.00	35,700.00
Cement in Treated Base	115 Metric Ton	119.00	13,685.00
305-MM Sanitary Sewer Pipe	229 Lin. Metre	86.88	19,895.52
406-MM Sanitary Sewer Pipe	21 Lin. Metre	100.00	2,100.00
38-MM-0 Agg. Base (PA #2)	623 Net Ton	11.62	7,239.26
W-1 Reflectors (PA #4)		Lump Sum	697.08
Type II Barricades (PA #4)	8 Each	70.00	560.00
Instl. & Mntain Illum. Sign & Beacon (PA #5)		Lump Sum	1,625.00
Han Spread Straw (PA #7)		Lump Sum	515.96
Place & Remove Drainage Curb (PA #7)		Lump Sum	1,741.64
Instl. & Remove Drainage Curb (PA #7)		Lump Sum	500.00
Storm Sewer (PA #8)		Lump Sum	2,292.00
Outlet Pipe for Plugged Inlet (S.F.O. #2)			1,127.83
			$ 168,463.15
		Decrease	30,799.00
		TOTAL	$ 308,590.00

Type Code X080

Structure, Br. #4599A (Sta. 99+09 to Sta. 100+26)

(Special Bridge Replacement Fund)

Total of previous estimate of June 1, 1982			$ 374,940.00
Temporary Guard Rail, Type 1	32 Lin. Metre	20.00	$ 640.00
Embankment Foundation Excav.	10 Cu. Metre	11.80	118.00
Embankment in Place	501.31 Cu. Metre	6.52	3,268.54
Watering	172 Kilolitre	7.00	1,204.00
Treated Base Mixture	777 Metric Ton	17.00	13,209.00
Cement in Treated Base	43 Metric Ton	119.00	5,117.00

305-MM Sanitary Sewer Pipe	39 Lin. Metre	86.88	3,388.32
406-MM Sanitary Sewer Pipe	15 Lin. Metre	100.00	1,500.00
Manhole (PA #1)	1 Each	992.50	992.50
38-MM-0 Agg. Base (PA #2)	72 Net Ton	11.62	836.64
G2-MA Inlet (PA #3)	1 Each	Lump Sum	525.00
			$ 30,799.00
		Increase	$ 30,799.00
		TOTAL	$ 405,739.00

Length of Project ------------ 0.210 mi.
Length of Structure ---------- 0.023 mi.

Cost of Roadway Per Mile------$1,469,476.48

SUMMARY OF FUNDS

Description	Appn Code	%	Total Cost	Federal Funds	State Funds
Roadway	(010)	88.18	$308,590.00	$272,114.00	$ 36,476.00
Bridge	(118)	80.0	405,739.00	324,591.00	81,148.00
TOTAL			$714,329.00	$596,705.00	$119,624.00

Group 1 59%; Group 2 40%; Group 8 1%
Contract No. 9306
Prefix: 127-1944
Prefix: 127-1007

9356

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 6-78		County Polk
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number BRF-F-64(4)
MODIFICATION NUMBER	6-8-82	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 9, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 700,576.00	$ 714,329.00
Federal funds	$ 588,222.00	$ 599,225.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of June, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 1, 1982

Federal-Aid Project
No. BRF-F-64(4)

Ash Creek Bridge Section
Independence Highway
Polk County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6203
Roadway (Sta. 96+48.30 to Sta. 99+09)(Primary Funding)

Total the same as previous estimate of April 26, 1982 $ 339,389.00

Type Code X080
Structure, Br. #4599A(Sta. 99+09 to Sta. 100+26)
(Special Bridge Replacement Fund)

Subtotal of previous estimate of April 26, 1982 $ 314,076.44

Additional Items

Splice Pile (P.A. #6)	All Required	$ 3,480.72
Extra Bridge Work @ Bent 3 (P.A. #10)	All Required	10,272.62
	Increase	$ 13,753.34
	SUBTOTAL	327,829.78
	Engineering	45,985.22
	Engineering (Sig. Cont. Test)	1,125.00
	TOTAL	$ 374,940.00

Length of Project -------------- 0.210 mi.
Length of Structure ------------ 0.023 mi.

Cost of Roadway Per Mile -------$1,616,138.10

SUMMARY OF FUNDS

Description	Appn Code	%	Total Cost	Federal Funds	State Funds
Roadway	(010)	88.18	$339,389.00	$299,273.00	$ 40,116.00
Bridge	(118)	80.0	374,940.00	299,952.00	74,988.00
TOTAL			$714,329.00	$599,225.00	$115,104.00

Group 1 59%; Group 2 40%; Group 8 1%
Contract No. 9306
Prefix: 127-1944
Prefix: 127-1001

9366

2.

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	tate Oregon
MONTHLY TRANSACTION NUMBER 5-47 & 48		County Polk
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-30-82	Project Number BRF-F-64(4)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 9, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	270,838.00(010) $ ~~356,477.00(118)~~	339,389.00 (010) $ ~~361,187.00 (118)~~,
Federal funds	238,824.00(010) $ ~~356,477.00(118)~~	299,273.00 (010) $ ~~288,949.00 (118)~~
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of April, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D H Moehring

Program Management Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon April 26, 1982

Federal-Aid Project
No. BRF-F-64(4)

Ash Creek Bridge Section
Independence Highway
Polk County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6203
Roadway (Sta. 96+48.30 to Sta. 99+09)(Primary Funding)

Subtotal of Previous Estimate of June 2, 1981 $238,624.14

Previous Estimate

Temporary Guard Rail, Type 1	327 Lin. Metre	20.00	$ 6,540.00
Embankment Foundation Excav.	140 Cu. Metre	11.80	1,652.00
Embankment in Place	9,135 Cu. Metre	6.52	59,560.20
Watering	370 Kilolitre	7.00	2,590.00
Treated Base Mixture	2,100 Metric Ton	17.00	35,700.00
Cement in Treated Base	115 Metric Ton	119.00	13,685.00
305-MM Sanitary Sewer Pipe	241 Lin. Metre	86.88	20,938.08
406-MM Sanitary Sewer Pipe	21 Lin. Metre	100.00	2,100.00
			$142,765.28

Revised Estimate

Temporary Guard Rail, Type 1	586 Lin. Metre	20.00	$ 11,720.00
Embankment Foundation Excav.	636 Cu. Metre	11.80	7,504.80
Embankment in Place	9,605 Cu. Metre	6.52	62,624.60
Watering	595 Kilolitre	7.00	4,165.00
Treated Base Mixture	2,877 Metric Ton	17.00	48,909.00
Cement in Treated Base	158 Metric Ton	119.00	18,802.00
305-MM Sanitary Sewer Pipe	268 Lin. Metre	86.88	23,283.84
406-MM Sanitary Sewer Pipe	36 Lin. Metre	100.00	3,600.00
Manhole (PA #1)	1 Each	992.50	992.50
38-MM-0 Agg. Base (PA #2)	695 Net Ton	11.62	8,075.90
G2-MA Inlet (PA #3)		Lump Sum	525.00

W-1 Reflectors (PA #4)		Lump Sum	697.08
Type II Barricades (PA #4)	8 Each	70.00	560.00
Instl. & Mntain Illum. Sign & Beacon (PA #5)		Lump Sum	1,625.00
Han Spread Straw (PA #7)		Lump Sum	515.96
Place & Remove Drainage Curb (PA #7)		Lump Sum	1,741.64
Instl. & Remove Drainage Curb (PA #7)		Lump Sum	500.00
Storm Sewer (PA #8)		Lump Sum	2,292.00
Outlet Pipe for Plugged Inlet (S.F.O. #2)			1,127.83
			$199,262.15

Increase	$ 56,496.87
SUBTOTAL	295,121.01
Engineering	44,267.99
TOTAL	$339,389.00

Type Code X080
Structure, Br. #4599A (Sta. 99+09 to Sta. 100+26)
(Special Bridge Replacement Fund)

Subtotal of Previous Estimate of June 2, 1981	$314,076.44
SUBTOTAL	$314,076.44
Engineering	45,985.56
(Signal Control Testing) Engineering ------	1,125.00
TOTAL	$361,187.00

Length of Roadwa ---------------- 0.210 mi.
Length of Structure ------------- 0.023 mi.
TOTAL LENGTH 0.233 mi.

Cost of Roadway Per Mi.----------$1,616,138.10

SUMMARY OF FUNDS

Description	%	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	88.18	(010)	$339,389.00	$299,273.00	$ 40,116.00
Bridge	80.0	(118)	361,187.00	288,949.00	72,238.00
			$700,576.00	$588,222.00	$112,354.00

Group 1 59%; Group 2 40%; Group 8 1%
Contract No. 9306
Prefix: 127-1944
Prefix: 127-1001

9306

STATE COPY

TO BE COMPLETED BY FHWA 6-92 + 6-93	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 6-9-81	STATE Oregon COUNTY Polk PROJECT NO. BRF-F-64(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Ash Creek Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-6-81	0.233

OTHER *(Specify)*

FUNDS PRO RATA %

ESTIMATED TOTAL COST OF PROJECT 270,838 $ 356,477	FEDERAL FUNDS 238,824 (~~375~~ 010) $ 285,181 (118)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~XX~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator 6-9-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon June 2, 1981

Federal Aid Project
No. BRF-F-64(4)

Ash Creek Bridge Section
Independence Highway
Polk County

PROJECT AGREEMENT ESTIMATE

Type Code 6203
Roadway (Sta. 96+48.40 to Sta. 99+09)(Primary Funding)

Mobilization	40	%	All Required	$ 7,200.00
Temporary Protection and Direction of Traffic	40	%	All Required	840.00
Temporary Signs	2	Sq. Metre	87.00	174.00
Temporary Barricades	4	Each	115.00	460.00
Temporary Guardrail, Type 1	253	Lin. Metre	20.00	5,060.00
Temporary Reflective Pavement Markers	45	Each	7.00	315.00
Flagmen	200	Hour	10.00	2,000.00
Clearing and Grubbing	80	%	All Required	4,800.00
Removal of Structures and Obstructions	80	%	All Required	7,200.00
Embankment in Place	8,200	Cu. Metre	6.52	53,464.00
Trench Excavation	440	Cu. Metre	14.00	6,160.00
Finishing Roadbed and Slopes	80	%	All Required	7,200.00
Watering	300	Kilolitre	7.00	2,100.00
Aggregate Base	120	Metric Ton	10.12	1,214.40
Lime Treated Subgrade	4,200	Sq. Metre	2.75	11,550.00
Lime for Treated Subgrade	50	Metric Ton	149.50	7,475.00
Treated Base Mixture	1,700	Metric Ton	17.00	28,900.00
Cement in Treated Base Mixture	90	Metric Ton	119.00	10,710.00
Class "B" Asphalt Concrete	800	Metric Ton	32.30	25,840.00
203-mm Culvert Pipe	46	Lin. Metre	20.00	920.00
305-mm Culvert Pipe	12	Lin. Metre	32.00	384.00
305-mm Sewer Pipe	51	Lin. Metre	48.50	2,473.50
305-mm Sanitory Sewer Pipe	223	Lin. Metre	86.88	19,374.24
Portland Cement Concrete in Sewers	3	Cu. Metre	150.00	450.00
Concrete Inlets, Type CG-1	6	Each	475.00	2,850.00
Concrete Slope Protectors	3	Each	450.00	1,350.00
Guardrail, Type 2A	400	Lin. Metre	36.00	14,400.00
Guardrail Anchors, Type 1	2	Each	325.00	650.00
Rail End Pieces, Type C	2	Each	75.00	150.00
Concrete Walks	370	Sq. Metre	14.50	5,365.00
Concrete Curbs	275	Lin. Metre	13.00	3,575.00

Reconstructing Concrete Manholes	3 Each	950.00	$ 2,850.00
Capping Inlets	1 Each	250.00	250.00
			$237,704.14

Anticipated Items

Permanent Pavement Striping	40 %	All Required	$ 440.00
Temporary Pavement Striping	40 %	All Required	280.00
Roadside Seeding and Mulching	40 %	All Required	400.00
			$ 920.00
		SUBTOTAL	$238,624.14
		Engineering	32,213.86
		TOTAL	$270,838.00

Type Code X080
Structure, Br. #4599A (Sta. 99+09 to Sta. 100+26)
(Special Bridge Replacement Funding)

Mobilization	60 %	All Required	$ 10,800.00
Temporary Protection and Direction of Traffic	60 %	All Required	1,260.00
Temporary Signs	17 Sq. Metre	87.00	1,479.00
Temporary Barricades	6 Each	115.00	690.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	84 Lin. Metre	16.00	1,344.00
Temporary Guardrail, Type 1	74 Lin. Metre	20.00	1,480.00
Temporary Guardrail, Type 1A	74 Lin. Metre	52.50	3,885.00
Temporary Traffic Signal Installation	1 Each	18,319.00	18,319.00
Temporary Reflective Pavement Markers	18 Each	7.00	126.00
Flagmen	280 Hour	10.00	2,800.00
Clearing and Grubbing	20 %	All Required	1,200.00
Removal of Structures and Obstructions	20 %	All Required	1,800.00
Embankment Foundation Excavation	140 Cu. Metre	11.80	1,652.00
Embankment in Place	935 Cu. Metre	6.52	6,096.20
Stone Embankment	140 Cu. Metre	19.00	2,660.00
Toe Trench Excavation	120 Cu. Metre	14.39	1,726.80
Trench Excavation	70 Cu. Metre	14.00	980.00
Finishing Roadbed and Slopes	20 %	All Required	1,800.00

Watering	70	Kilolitre	7.00	$ 490.00
Aggregate Base	30	Metric Ton	10.12	303.60
Lime Treated Subgrade	1,000	Sq. Metre	2.75	2,750.00
Lime for Treated Subgrade	13	Metric Ton	149.50	1,943.50
Treated Base Mixture	400	Metric Ton	17.00	6,800.00
Cement in Treated Base Mixture	25	Metric Ton	119.00	2,975.00
Class "B" Asphalt Concrete	300	Metric Ton	32.30	9,690.00
305-mm Culvert Pipe	7	Lin. Metre	32.00	224.00
152-mm Sewer Pipe	7	Lin. Metre	15.00	105.00
305-mm Sewer Pipe	13	Lin. Metre	48.50	630.50
305-mm Sanitary Sewer Pipe	18	Lin. Metre	86.88	1,563.84
406-mm Sanitary Sewer Pipe	21	Lin. Metre	100.00	2,100.00
Portland Cement Concrete in Sewers	1	Cu. Metre	150.00	150.00
Concrete Inlets, Type CG-1	2	Each	475.00	950.00
Concrete Slope Protectors	2	Each	450.00	900.00
152-mm Drain Pipe	16	Lin. Metre	16.00	256.00
Filter Fabric	37	Sq. Metre	20.00	740.00
Gravel in Drains	4	Cu. Metre	14.50	58.00
Guardrail, Type 2A	74	Lin. Metre	36.00	2,664.00
Guardrail, Type 3	19	Lin. Metre	82.00	1,558.00
Rail End Pieces, Type C	1	Each	75.00	75.00
Concrete Walks	70	Sq. Metre	14.50	1,015.00
Concrete Driveways	11	Sq. Metre	19.00	209.00
Concrete Curbs	70	Lin. Metre	13.00	910.00
Drainage Curbs	7	Lin. Metre	10.00	70.00
Loose Riprap, Class 50	260	Cu. Metre	26.00	6,760.00
Reconstructing Concrete Manholes	2	Each	950.00	1,900.00
Pipe Handrail	10	Lin. Metre	100.00	1,000.00
Bridge Removal Work			All Required	13,000.00
Structure Excavation	55	Cu. Metre	14.00	770.00
Furnish Piling Driving Equipment			All Required	9,020.00
Furnish 400 mm Prestressed Concrete Piling	341	Lin. Metre	49.00	16,709.00
Drive 400 mm Prestressed Concrete Piling	236	Lin. Metre	7.00	1,652.00
Furnish Prestressed Concrete Piling (Alt. "A")	184	Lin. Metre	36.00	6,624.00
Drive Prestressed Concrete Piling (Alt. "A")	184	Lin. Metre	7.00	1,288.00
Structural Concrete Class 23	74	Cu. Metre	All Required	19,562.00
1.22 M X 7 M/9 M Prestressed Slabs	26	Each	2,025.00	52,650.00

1.22 M x 19 M/21 M Prestressed Slabs	13 Each	3,800.00	49,400.00
Reinforcement	5,480 Kg.	All Required	6,110.00
Reinforced Concrete Bridge End Panels	195 Sq. Metre	64.00	12,480.00
Two Tube Steel Railing	36 Lin. Metre	136.00	4,896.00
Three Tube Steel Railing	36 Lin. Metre	145.00	5,220.00
Membrane Waterproofing	530 Sq. Metre	5.90	3,127.00
		Alt. "A"	$311,396.44

Anticipated Items

Permanent Pavement Striping	60 %	All Required	$ 660.00
Temporary Pavement Striping	60 %	All Required	420.00
Temporary Erosion Control		All Required	1,000.00
Roadside Seeding & Mulching	60 %	All Required	600.00
			$ 2,680.00
SUBTOTAL			$314,076.44
Engineering			41,275.56
Engineering (Signal Controller Testing)			1,125.00
TOTAL			$356,477.00

Length of Roadway ------------------ 0.210 mi.
Length of Structure ---------------- 0.023 mi.
TOTAL LENGTH 0.233 mi.

Cost of Roadway Per Mi. ------------$1,289,704.76

Work Retained in Program Status
(not inlcuded in amounts below)

Permanent Signing	All Required	$ 500.00

SUMMARY OF FUNDS

Description	Code	Total Cost	Federal Funds	State Funds
Roadway	075-88.18%	$270,838.00	$238,824.00	$ 32,014.00
Bridge	118-80.00%	356,477.00	285,181.00	71,296.00
TOTAL		$627,315.00	$524,005.00	$103,310.00

Group 1 59%; Group 2 40%; Group 8 1%
Contract No. 9306
Prefix 127-1944
Prefix 127-1001

Ash Creek Bridge Section
(nonparticipating - State work)

State Responsibility for Damages	All Required	$	800.00

9306

CON

January 7, 1983

Casandra G. Ross
Gervais Construction Co.
5655 Ferschweiler lane
Woodburn, Oregon 97071

Time Extension Request
Ash Creek Bridge
Contract No. 9306
FAP No. BRF-F064(4)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

A contract time extension of 17 calendar days is granted due to delays resulting from work done under Price Agreement No. 11, PP&L water line relocation, and maintaining access to the IGA store.

The wingwall demolition was required by the contract and no additional time is granted for this work. The claimed pile alignment delay was granted in our previous time extension. The pressure sewer line conflict is a contractor responsibility and is not a valid reason for additional contract time. Winter high water is not a valid reason for additional contract time. The fact that the project design used the metric system of measurement was detailed in the original contract and is not a valid reason for adjustment of contract time.

There remains 17 calendar days of liquidated damages under this contract.

Should you wish to further review this matter, or to submit additional data, please contact Project Manager Jack Martin.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

R. D. Church Note: 7 C.D. participating
10 C.D. nonparticipating

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
Jack Martin w/att.
FHWA w/att.

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: C. T. Keasey
CONSTRUCTION ENGINEER

DATE: January 4, 1983

FROM: Gerald Wimer
REGION CONSTRUCTION ENGINEER

RECEIVED
JAN 5 1983
CONSTRUCTION SECTION
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SUBJECT: Second Time Extension Request
Ash Creek Bridge
Contract 9306

Gervais Construction, Inc., by the attached formal request, asked that we increase the authorized 340 calendar days (cd) by 124, to make a new total of 464 cd. Actually, the project only took 399 cd and your office previously, by May 19 letter, authorized a total extension of 25 cd, leaving 34 cd now subject to assessment of liquidated damages.

Also accompanying the formal request is the consent of their surety, a copy of which is attached, as well as an undated letter to Project Manager J. M. Martin. The letter details the basis for their second time extension request as well as making specific claims against the project. Mr. Martin should respond to the claims against the project and, by a copy of this letter, is instructed to do so. This transmittal covers only the second time extension request.

Mr. Martin analyzes each of the nine items the contractor submitted as a basis for an extension, and concludes that another 28 cd extension is appropriate.

I agree with Mr. Martin that there is no basis to grant additional time for the contractor's Items 1, 2, 4, 6, 8, and 9. It is reasonable to grant the two days that Price Agreement No. 11 affected the work. From the weekly reports, I conclude that P.P. & L.'s operations did affect the project between June 28 and July 16, 1982, a 19 cd period of time. The contractor requests 17 cd. and Mr. Martin recommends 21 cd. However, it appears the contractor's rate of production was only reduced about 50 percent, or ten cd. The contractor's operations were also affected by the IGA road approach problem. The record is not clear on the exact amount, but five cd is not unreasonable. Therefore, this office recommends an additional extension of 17 cd, which would leave 17 cd of liquidated damages.

1-5-83

W. E. Schwartz -

I concur with Region to grant a 17 C.D. time extension. The 10 cd water line relocation delay will be FHWA non-participating.

OM Jackmond

GW/rgb
attch.

cc: C. T. Keasey

.125-1387

L

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Ash Creek Bridge	WEEK ENDING: Aug 21, 1982
		SECTION PREFIX: 127-1001
	HIGHWAY: Independence	COUNTY: Polk
NAME OF JOB: Ash Creek Bridge	KIND OF WORK: Grading, Paving, and Structure	
CONTRACTOR: Gervais Construction Inc.	CONTRACT NUMBER: 9306	FEDERAL AID PROJECT NUMBER: BRF-F-64(4)
DATE OF CONTRACT: June 4, 1981	DATE WORK STARTED: June 22, 1981	ESTIMATED COMPLETION DATE: XXXXXXXXXX 7/26/82
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN SUPERVISION:	SPECIFIED CALENDAR DAYS XXX 365	CALENDAR DAYS USED 399
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 109
PROJECT AUTHORIZATION 706,570 $ XXXXXXXX	ENGINEERING AUTHORIZATION 85,000 $ XXXXXXXX	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING 621,570 $ XXXXXXXX		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 621,500	ENGINEERING COST TO DATE $ 103,000	DATE PROJECT WAS COMPLETED: 7/26/82
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 121 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
XXXXXXXXX Meters in Project	377.6	377.6			377.6
XXXXXXXXXXXXXX Partially Compltd					
XXXXXXXXX Meters Completed	377	377			377
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9,135 Mtr^3	2,250 Metric Tons			1,100 M. Ton
TOTAL QUANTITIES CORRECTED TO DATE	10,467	2,528			1,460
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	same	same			same
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK: ___crane, ___dozer, ___blade, ___roller, ___paver, ___backhoe, ___end dumps/pups, ___belly dumps, ___concrete trucks, ___conc. pump truck, ___tack cart, ___air compressor, ___pickups, ___flatbed truck, ___loader, ___tiller, ___guard rail punch, ___boom truck, ___conc. saw, ___pump

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	4599A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

___CE ___CAE ___FOE ___QCE ___SCE ___FEO

RECEIVED
AUG 23 1982
CONSTRUCTION SECTION

___OM ___CA ___LS ___TC ___FE ___CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY Aug 16, 1982	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi final estimate was sent on shuttle bus to Region Office on Aug 18th
Negotations underway for seeding & mulching work. Work to be done this month.

Project completed
FINAL REPORT

Next Week:

SIGNED J. M. Martin, Resident Engineer
LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9306

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

May 5, 1982

CON 5 #9306

Gervais Construction, Inc.
5655 Ferschweiler Lane
Woodburn, OR 97071

ATTN: Casandra Ross

RE: Time Extension Request
Ash Creek Bridge
Contract No. 9306
BRF-F-64(4)

Dear Ms. Ross:

Your time extension request on the above project has been carefully reviewed. A contract time extension of 24 calendar days is granted due to the performance of extra and/or additional work.

The extra and additional work for which added time is granted was performed intermittently from mid-September to the first of December. The time granted will provide replacement days during late May and early June, generally superior quality days. Your request for added time due to rain in November and December is accordingly denied.

Section 108.04 of the contract Special Provisions remains in full force and effect and is in no way altered by the additional contract time hereinabove granted.

Sincerely,

Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

CTK:cb

bc: W. E. Schwartz ✓ (att. 2 ltrs.)
C. O. Fredrickson " 1 "
J. Martin " 1 "
FHWA " 2 "
Bob Church ---

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 6 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

STATE OF OREGON
Highway Division 378-2626

INTEROFFICE MEMO

DATE: April 8, 1982

TO: O. B. Jackmond
CONTRACT ADMINISTRATION ENGINEER

FROM: Gerald Wimer, P.E. Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Ash Creek Bridge
Independence Secondary
Contract 9306

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CONSTRUCTION BRANCH

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Gervais Construction Company, by the attached formal request and its attachment asks that we increase the authorized 340 calendar days (cds) by 39 to make a new total of 379 cds.

Project Manager J. M. Martin, in the attached April 1, 1981, letter analyzes each and every item contained in the contractor's request and adds in five other price agreements affecting the project. He justified 28 days.

I believe Mr. Martin's analysis is very fair with the possible exception that he has mixed workdays and calendar days. Between November 23 and December 16, 1981, he justified 13½ of what I would consider calendar days. The remainder of his recommendation, or 14½ days, are actually workdays. To prorate these 14½ workdays into calendar days, we simply add six, making a new subtotal of 20½ calendar days to which we must add the 13½ calendar days, making a new total of 34 cds.

Mr. Martin concurs with this recommendation. When you grant it, please make it clear that it in no way affects the 70 day limitation on the one-way traffic phase. See Special Provision 108.04 (a) for the 70 day restriction.

GW/bah
W/Attachment

cc: Jack Martin

5-4-82

CTK -

Recommend granting the 9 1/2 workdays from 9-14-81 thru 11-20-81 due to extra work, and recommend granting the 3 1/2 workdays from 11-23-81 thru 12-1-81 due to Extra work, all in accord with Project Manager Martin's detail listing. Recommend granting 5 workdays due to other Price Agreement work per Martin's list. Expanding to calendar days this equals $1.4 \times (9\frac{1}{2} + 3\frac{1}{2} + 5) = 1.4(17) = 24$ calendar days. This has the net effect of replacing September, October, November and December time spent on Extra work with

127-1001

STATE OF OREGON

INTEROFFICE MEMO

DEPT. TELEPHONE

TO: G. W. Wimer, Reg. Const. Engr.

DATE: April 1, 1982

JM Martin

FROM: J. M. Martin, Proj. Mgr.

REGION 2 ENGINEER
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SUBJECT: Time Extension Request
Ash Creek Bridge No. 4599A
Contract No. 9306

Herewith is Gervais Construction Company's request for an increase of 39 Calendar Days, from 340 to 379. Various items of extra work form the basis for their request.

The contractor's attached justification was checked against our project records and the analysis and recommendation which follow are based on diary records of the total work performed on the date indicated.

Date	Remarks	Recommend
9/14/81	Piledriving @ Bt. 4 suspended at noon pending decision to splice.	½ day
9/15	Principal work dealt with splicing piles. (PA-6)	1 "
10/2	Bt. 3 piles rejected. Removed cap forms, rebar and falsework.	½ "
10/5	Rigged crane with leads, hammer to drive spud in effort to straighten piles.	½ "
10/6	Spudded, jetted and attempted to pull piles into line.	1 "
10/8	Removed pile hammer, modified leads for pile extractor.	½ "
10/9	Attempted to extract piles, removed leads and rigged crane to remove riprap and embankment from around Bt. 3	1 "
10/10 and 10/11	This is a weekend and is claimed for time extension but no extra work was performed. Cont'r may have claimed these 2 days because they were sandwiched within an extra work period.	0 "
10/12	Removed clamshell, cut off rejected piles, replaced clamshell and resumed removing riprap and embankment.	1 "
10/13 and 10/14	Loaded piles for delivery to State yard, loaded and hauled out pile extractor.	½ "
10/15	Unloaded replacement piles, rigged crane for piledriving after leads and hammer delivered.	1 "
10/19	Removed leads and rigged crane for digging; cut off replacement piles; replaced falsework for Bt. 3 cap forms.	1 "
10/20	Replaced riprap and embankment around Bt. 3.	½ "
11/18 and 11/19	Contractor claims these two days. Says he was ready to pave. Could not pave and be in specs. It rained 3 days prior to 18th which was fair, but grade was wet, had puddles. Also it rain- on the 19th.	0 "
11/20	Contractor spread 2.35 metric tons of hay on slopes to alleviate erosion (PA-7).	½" "
11/21 and 11/22	Contractor claims this weekend. No extra work.	0 "
11/23	Might have paved north approach today but contractor excavated long trench to locate 18" storm sewer not shown on plans. Sewer was plugged but its outlet was not previously located.	1 "
11/24	Claimed by cont'r, but crew left @ 9 AM to attend all day safety meeting. No extra work performed.	0 "

Time Extension Request (Continued)
Ash Creek Bridge No. 4599A
Contract No. 9306

April 1, 1982

Date	Remarks	Recommend
11/25/81	Worked all day on storm sewer extra work.	1 day
11/26, 27, 28, 29	- Heavy rain storms, no work. Time should be credited to contr. because CTB was cut up during sewer work and paving would have been impractical even if weather had allowed.	4 "
11/30	Work on storm sewer.	1 "
12/1	Completed storm sewer.	½ "
12/2 thru 12/16	- Contr. claims 15 days. Although weather was not suitable for paving other work on structure was performed, and structural work continued after paving was completed, which started on the 17th. It is reasonable to presume that progress payment for work done was adversely affected by the delay in paving created by the sewer problem, also the recurrent rains created a problem that was solved by extruding a drainage curb along the west edge of the paved approach. The pavement had to be completed before this work could be done. A 60/40 compromise is recommended.	6 "

In addition to extra work described in the foregoing the following items of extra work were performed at times not concurrent with the above. Cont'r has not requested extra time but consideration is appropriate. Recommendation is based on total work performed.

PA-1 -	Construct manhole	1 "
	Add metal reinforcement and papapet wall to impact panel	½ "
PA-3	Install inlet Type G2MA	½ "
PA-4	Attach 148 W-1 reflectors to metal guardrail posts	½ "
PA-5	Add interior illuminated sign and 6 metre high pole to temporary traffic signal system	1 "
PA-7	Install and remove 198 lin. metres temporary pcc drainage curb, 4 down-slope drainage pipes	1½ "
	Total extension recommended	28 days

The extension should apply only to the specified completion date and not to the 70 days limitation on the one-way traffic phase. An overrun of time on the 70 days should be considered separate from this request.

9306

Consent Calendar B
12C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.: PRO 4

DATE: April 9, 1982

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Ash Creek Bridge Section
Independence Highway, Polk County
Contract No. 9306

This federal-aid grading, paving and structure project is presently 59 percent complete. It now appears that the final project cost will exceed that authorized by approximately $80,000, or 12.7 percent.

Major causes for the increased cost include overruns of the embankment in place and embankment foundation excavation items. These two items will overrun the contract estimated quantities by $15,300 and $5,900, respectively. Unanticipated structure foundation problems are expected to increase the project cost by approximately $21,000. The problems resulted in the need for overrunning the contract item for furnishing piling, the reconstruction of a portion of Bent 3, and payment for additional piling splices.

To better protect traffic during stage construction, the temporary guardrail item was overrun and a traffic signal was modified by price agreement. Also, 38 mm-0 aggregate base was added to the contract work to accommodate the stage construction traffic. These items increased the project cost by approximately $16,000.

Engineering costs are expected to exceed that originally anticipated by $35,000 due to the complexity of the project and the foundation problems noted above.

It is recommended that the project authorization be increased by $80,000 to a new total of $710,294.53. All of the increase is eligible for federal participation.

This matter will be on the Consent Calendar for the April 20 meeting.

OBJ:WR:mk ji
bc: Fred Miller, Robert Gormsen, W. E. Schwartz, C. T. Keasey
D.H. Moehring, C. O. Fredrickson, V. E. Skoog,
George Bell

734-1839

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: April 8, 1982

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Ash Creek Bridge Section
Independence Highway, Polk County
Contract No. 9306

This federal-aid grading, paving and structure project is presently 59% complete. It now appears that the final project cost will exceed that authorized by approximately $80,000, or 12.7 percent.

Major causes for the increased cost include overruns of the embankment in place and embankment foundation excavation items. These two items will overrun the contract estimated quantities by $15,300 and $5,900 respectively. Unanticipated structure foundation problems are expected to increase the project cost by approximately $21,000. The problems resulted in the need for overruning the contract item for furnishing piling, the reconstruction of a portion of Bent 3, and payment for additional piling splices.

To better protect traffic during stage construction, the temporary guardrail item was overrun and a traffic signal was modified by price agreement. Also, 38 mm-0 aggregate base was added to the contract work to accomodate the stage construction traffic. These items increased the project cost by approximately $16,000.

Engineering costs are expected to exceed that originally anticipated by $35,000 due to the complexity of the project and the foundation problems noted above.

The increase in project cost is eligible for federal participation and sufficient funds are available in this project classification.

A rough draft letter to the Transportation Commission requesting an increase of $80,000 is attached, along with a completed Expected Overrun of Project Authorization form.

OBJ:WR:mk

Attach.

cc: C. O. Fredrickson
Jack Martin
Robert Church

Contains Recycled Materials

9306

E

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-4-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-F-64(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00088

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/3/81

8. FEDERAL ROUTE NUMBER Primary 64

9. STATE ROUTE NUMBER Secondary 193

10. GENERAL LOCATION:
Ash Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK
Furnish and install outlet pipe for inlet

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED UNIT PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 12/3/81 as requested in Mr. Keasey's letter of 12/22/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $1,000 Federal Funds $882.

RECEIVED
STATE HWY ENGR
JAN 11 '82
REFER TO Moehring
FOR
Info Inves R/D D R Sign Act File

org
1-11-82

14. DATE 1/4/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9306

HIGHWAY DIVISION - ODOT

F I L E   May 21, 1981

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
May 28, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened May 28, 1981, on the following projects:

1. Dodge Canyon Creek-Westwood Street
   Elkton-Sutherlin Highway, Douglas County
   Paving

   Thirty-two-foot roadway consisting of 12-foot lanes and four-foot shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established. . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Cape Creek Tunnel-Sutton Lake
   Oregon Coast Highway, Lane County
   Paving

   Two 12-foot lanes, passing lanes and scenic pullouts. Four-foot nominal shoulders.

   Same as No. 1.

3. Washington State Line-Lane County Line
   Oregon Coast Highway, Clatsop, Tillamook and Lincoln Counties
   Traffic Markers

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Chiloquin Rock Production
   The Dalles-California Highway, Klamath County
   aggregate production

   Same as No. 3.

5. Powder River
   Whitney Highway, Baker County
   Grading and Paving

   Twelve-foot lanes with four-foot shoulders.

   Same as No. 1.

6. Davis Slough-Bullards Bridge
   Oregon Coast Highway, Coos County
   Paving

   Shoulders will be designated as bike lanes.

7. Austin Junction
   Whitney Highway, Grant County
   Grading and Paving

   Same as No. 1.

8. N.C.L.-Main Street (Rogue River)
   N. Pine Street, Jackson County
   Grading and Paving

   Twelve-foot travel lanes, six-foot bike lanes and five-foot sidewalks to be constructed.

9. Florence-Eugene Highway @ Fisher Road
   Lane County
   Base and Paving

   Intersection construction with left-turn lane. Twelve-foot lanes and six-foot shoulders throughout project.

   Same as No. 1.

10. McKenzie Highway @ Goodpasture Road
    Lane County
    Guard Rail Installation

    Same as No. 3.

11. Ash Creek Bridge
    Independence Highway, Polk County
    Grading, Paving and Structure

    A 1.8-mile sidewalk with sidewalk ramps will be constructed on westerly side of roadway and structure for bicycle and pedestrian use.

12. Painted Hills Road-Mitchell
    Ochoco Highway, Wheeler County
    Grading and Paving

    Primarily Overlay. A twenty-eight-foot roadway throughout this project.

    Same as No. 1.

13. W. Fork Dairy Creek-Tillamook Junction
    Sunset Highway, Washington County
    Grading and Paving

    Eight-foot shoulders throughout this project.

    Same as No. 1.

HSC:RS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9306 5-6-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-F-64(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA- Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 00088

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-6-81

8. FEDERAL ROUTE NUMBER Primary 64

9. STATE ROUTE NUMBER Secondary 193

10. GENERAL LOCATION: Ash Creek Bridge #4599A Section

11. GENERAL DESCRIPTION OF WORK: Grade, Pave, and Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Perm & Temp pavement striping S.F.	$1,760
Roadside seeding and mulching S.F.	$1,000
Temporary Erosion Control	$1,000

13. REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's May 5, 1981 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $729,000, Federal funds $607,044.

A signed copy of the Title Sheet is returned herewith.

(Increase TEC $9,000, Federal funds $8,548)

14. DATE 5-6-81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9566

193

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/29/81
Donald L Trout

Tom

May 28
~~June 25~~, 1981 Bid Letting ____________ All Clear Deadline

SECTION Ash Creek Bridge
Highway Independence
County Polk Region 2
Type of Work G-P-Str Funds HBR
State____ Consultant ____ Plans Avail.___Yes ___No

~~DSL~~
~~Noise~~

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒				
Negative Declaration	☒				
Project Assessment		☒			☒
Write-off Letter	☒				
PERMITS:					
Division of State Lands		☒			
D.O.G.M.I.	☒				
Corps of Engineers		☒			☒
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				
CULTURAL:					
Cultural Survey		☒			☒
Cultural Salvage	☒				
NOISE:					
Noise Study		☒			☒

9306

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project RS-A559(-)
Ash Creek Bridge Sec., Independence Hwy.
Polk County
(Your DES 23)

Date: April 22, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We will approve Mr. Wallace's preliminary submittal of April 9, 1981 for Ash Creek Bridge (Br. No. 4599A).

for Dale E. Wilken

cc:
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR
APR 23 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9306

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
4599A

April 8, 1981

Dale Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, OR 97301

Ash Creek Bridge
Ash Creek Bridge Section
Independence Highway
Polk County
BR 4599A

Enclosed are two reduced prints of Drawings 34920 and 34887 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two sets of the foundation reports.

The alignment and sidewalk are in accordance with the standards governing the project. The roadway width of 14.0 meters was determined by the widths required for stage construction and will accommodate two lanes and two shoulders with a 1.80 meter sidewalk width. We propose to use stage construction to facilitate both roadway and pedestrian traffic, since the only available detour involves poor alignment and includes a school crossing zone. The 1978 Average Daily Traffic for this bridge is 5,300.

An alternate superspan arch culvert was investigated and was determined to be more costly because of extensive foundation subexcavation that would have been required due to poor foundation material to a depth of 2.5 meters below the streambed.

The estimated cost of this structure, including signals for one-way traffic, with an allowance for engineering and contingencies, is $396,000.

RECEIVED
TECHNICAL SERVICE
APR 9 '81
REFER TO
FOR
Info
Inves
R/P
D/R
Sign
Act
File

Form 734-3122

Dale Wilken
Page 2
April 8, 1981

We request your approval of our preliminary plan and your concurrence that this project is eligible for HBR funding.

Walter J. Hart
Bridge Engineer

[illegible]
L. L. WALLACE

L. L. Wallace
Assistant Bridge Engineer

Enclosures

cc: E. S. Hunter ✓
D. H. Moehring
C. O. Fredrickson, /w/1 set enclosure
Norman Mann, /w/1 set enclosure
Environmental, /w/1 set enclosure

9306

2.

RECEIVED
STATE HWY ENGR
APR 3'81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROW 18-4

PFX 127-1944

April 2, 1981

Mr. Steve Feldman
City Manager
City Hall
Independence, OR 97351

Sanitary Sewer Conflicts
Ash Creek Bridge #4599A
Independence Highway
Polk County

Gentlemen:

Bids will be received by the Oregon Transportation Commission on the above-titled highway project on March 26, 1981. Sanitary sewer facilities owned by the City conflict with the construction requirements of the subject project and must be reconstructed. The conflicts are as follows:

1. 305 mm (12") force sewer line from 11 meters right of Station 97 to 15 meters right of Station 99+28.
2. Sanitary sewer manhole 13 meters left of Station 99+25.
3. Sanitary sewer manhole 18 meters right of Station 99+45.
4. Sanitary sewer manhole 10 meters right of Station 99+60.
5. Sanitary sewer manhole 10 meters left of Station 99+62.

Conflict No. 1, the 12-inch force sewer line, is located on private property, therefore, the cost of relocation is reimbursable. Conflict No. 2 & 5 are located on existing State highway right of way, therefore, the cost of reconstruction is not reimbursable. Conflict No. 3 & 4 are located on private property, therefore, the cost of adjustment is reimbursable. Determination for reimbursement is made pursuant to State policies and procedures and the provisions of Federal Highway Administration's Policy & Procedure Memorandum 30-4, dated June 28, 1973.

Reference is made to the meeting held on October 31, 1980, between you, Don Bedford and myself, at which time we discussed the alternatives for accomplishing the relocation of the City's conflicting sanitary sewer line and the reconstruction of the conflicting sanitary sewer manholes. It was agreed that the most efficient and probably the least expensive method of relocation and reconstruction would be to include the work as part of the State's contract for the reconstruction of the bridge and its approaches. The relocation of the sanitary sewer line would be included as one item and the reconstruction of sanitary sewer manholes as a second item.

The relocation of the sewer line and reconstruction of the two manholes located on private property would be accomplished by the State's contractor at no cost to the City. The City would be billed for the cost of reconstructing the two manholes located on State highway right of way upon completion of the work, but not before July 1, 1981. Upon award of the State's contract, you would be advised of the bid price for the reconstruction of the sanitary sewer manholes. The State's engineering estimate for the reconstruction of manholes is $1500 each. Estimated cost to the City would therefore be $3000.

The City will have to supply the State with specifications and requirements for the relocation (installation) of the sanitary sewer force line and adjustment of manholes.

Further information concerning construction details may be secured from Mr. Jack Martin; 3400 Spicer Rd.; Albany, OR 97321; telephone 967-2020. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Don Bedford; 2960 E. State Street; PO Box 14030; Salem, OR 97310; telephone 378-2626.

If the terms, as set forth above, for the relocation and adjustment of the City's conflicting sanitary sewer facilities is acceptable to the City of Independence, please execute two copies of this letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Engineer

APPROVED:

CITY OF INDEPENDENCE

DATE______________________________

BY______________________________

BY______________________________

JMC/llr

bc: H. S. Coulter
C. T. Keasey
J. H. Versteeg
C. O. Fredrickson
D. E. Swan
Jack Sullivan
Jack Martin
Don Bedford

7306

193

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: February 27, 1981

N. E. Mann

FROM: N. E. Mann
Design Engineer Supervisor

SUBJECT: Ash Creek Bridge #4599A
Independence Highway
Polk County

1 Versteeg ✓
Anderson
2 Christensen Doc
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 02 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

REFERRED TO
Beard
Cole
Eriksen
Hager
Stoudenmeyer
Mann ✓ NEM
Watson
Dorn
Leu
Due
Discuss
Do File Copy
Return
BY FINAL DESIGN ENGINEER

This project came to us with a City approved proposed detour route using Ash Street. Main Street was to be closed through the limits of the project. Since that time, however, the City and the Region have requested that this detour route not be used. It will, therefore, be necessary to stage construct the project so as to provide for both pedestrian and vehicular traffic through the construction area.

Following is a summary of estimated costs to: 1) construct the project using a detour route; and, 2) construct the project staging traffic through it.

Cost of Construction Using the Detour Route

Structure (roadway width 40-feet)	$280,000
Provision for Pedestrian Traffic	45,000
Roadwork	290,000
Upgrading & Signing Detour	75,000
Total Cost	$690,000

Cost of Staging Traffic Through the Project
(Includes the cost of providing for pedestrian traffic.)

Structure (roadway width 44-feet)	$425,000
Roadwork	300,000
Total Cost	$725,000

44' — working on this alt. unless otherwise noted
Doc

It should be noted that under the staging traffic method the roadway width of the structure will be 4-feet wider than under the detour route method. The additional cost for this 4-feet is approximately $24,000. This cost should be recovered in the future as it is planned to eventually construct four lanes through the area.

Also, it should be noted that a great portion of the $75,000 for the detour route will go to upgrading the streets on the detour route.

NEM:ab
cc: E. S. Hunter
Walt Hart
C. O. Fredrickson
N. E. Mann

Contains Recycled Materials
81-125-1387

SP*75683-125

9306

2-17-81

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-F-64(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Polk

3. FROM
E.J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00088

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/17/81

8. FEDERAL ROUTE NUMBER Primary 64

9. STATE ROUTE NUMBER Secondary 193

10. GENERAL LOCATION:
Ash Creek Bridge #4599A Section

11. GENERAL DESCRIPTION OF WORK
Grade, pave and structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ XX OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/13/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $720,000 Federal Funds $598,490.

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO [illegible]
FOR
Sent Act File

14. DATE 2/17/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Acting Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9306

4.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

February 13, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 00088
Project No. BRF-F-64(4)
Ash Creek Bridge No. 4599A
Polk County

Attached data consists of PR-1 forms with project maps.

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $720,000 with an obligation of $598,490 in Federal funds.

A copy of the State and District Clearinghouse A-95 review conclusion was forwarded previously.

DRH:bkc
Attachments

cc: C.O. Fredrickson
General Files

Form 734-3122

1326

2.

CON

February 11, 1981

Mr. Bob Oliver
Assistant to the Governor
Governor's Office
254 State Capitol
Salem, OR 97310

Dear Mr. Oliver:

Our region office has been in close contact with the citizens of Independence relative to the reconstruction of the Ash Creek Bridge. Mr. Taylor was present at a meeting which was held in the Region 2 office on Friday, February 6, and the situation regarding the bridge and the reasons for its replacement were thoroughly explained to him at that time. Routine bridge inspection has shown that the structure is deficient and that it is considerably more practical to replace the bridge than to undertake the extensive maintenance work required to bring the structure back into current standards.

Members of the Region 2 office staff met with the City of Independence Tuesday evening, February 10, to further clarify the situation. We will do everything we can to work out a procedure on this project that will cause the least amount of inconvenience and provide the citizens of Independence with an up-to-date, serviceable, and relatively maintenance-free structure.

Sincerely,

H. S. Coulter
State Highway Engineer

COF:rgb lb

bc C. O. Fredrickson

STATE OF OREGON

INTEROFFICE MEMO

TO: Doc Coulter
Highway Division

DATE: February 4, 1981

FROM: Bob Oliver
Assistant to the Governor

SUBJECT: Ash Creek Bridge

On February 4, I have a telephone call from Dee Taylor. Mr. Taylor is owner of Taylor's Pharmacy in Independence. He says he understands that $700,000 is about to be spent on a new bridge crossing Ash Creek, just north of town. He said residents are upset, because they believe the existing bridge is adequate and there are other street and road deficiencies in the area which need more immediate attention.

Taylor called me because I live in Independence and am one of his customers. I told him I could not express any opinion on this matter, but would try to get some information on what is planned. Is this under the jurisdiction of the Highway Division?

RWO:sc

RECEIVED
STATE HWY ENGR
FEB 5 '81
REFER TO
[illegible]
FOR
Info Inves [✓ R/D] D/R Sign Act File

9306

2

RECEIVED
STATE HWY ENGR
JAN - 9 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

January 8, 1981

ROW 18-4
PFX 127-1944

Mr. Steve Feldman
City Manager
City Hall
Independence, OR 97351

Sanitary Sewer Conflicts
Ash Creek Bridge #4599A
Independence Highway
Polk County

Gentlemen:

Reference is made to my letter of November 12, 1980 which set forth City owned sanitary sewer facilities in conflict with the subject project and the State's responsibility for reimbursing the relocation costs. I've been advised by our Region 2 office that the City needs additional information as to the cost of the manhole adjustments and the State's responsibility for reimbursing the cost of consulting engineering services provided to the City.

The conflicting manholes will have to be reconstructed rather than adjusted. The State's engineering estimate for the reconstruction of manholes is $1500. Estimated cost to the City for reconstruction of manholes would therefore be $3000.

Paragraph five of my letter of November 12 stated that the City would have to supply the State with specifications and requirements for the relocation of the conflicting sanitary sewer force main along the westerly side of the project. Since the cost of relocating the force main is reimbursable, the State will reimburse the City for the cost of preparing the specifications. The State must review and approve any agreement for engineering services between the City and a consulting engineer prior to the consulting engineer performing the services. The engineering service agreement is normally prepared by the consulting engineer. If information is required as to the State requirements for the content of the Engineering Service Agreement, please have your consulting engineer contact me.

Please advise if further information or assistance is required regarding the relocation of your sanitary sewer facilities.

Yours truly,

Jack M. Cartwright
Utility Engineer

JMC/ilr
bc: ✓ H. S. Coulter, ✓ J. H. Versteeg, C. O. Fredrickson, D. E. Swan,
C. T. Keasey, Jack Sullivan, Jack Martin, Don Bedford

9306

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-22-80

FEDERAL AID PROJECT NO. F-64(3)
STATE PROJECT NO. See below
COUNTY NAME Polk
PROGRAM NO.
ITEM NO. 00088
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 25 '80
REFER TO
Moehring
FOS

4/25
Orig

DATE PS&E APPROVED
DATE AUTHORIZATION EFFECTIVE 4/22/80
FEDERAL ROUTE NUMBER Primary 64
STATE ROUTE NUMBER Secondary 193

GENERAL LOCATION:
Ash Creek Bridge Section

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (*Specify*)
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 3/31/80 you are now authorized to proceed with all phases of right of way acquisition for the subject project as outlined on R/W map IR-4-715. TEC $72,500 with Federal participation limited to $63,900. Federal participation is limited to that right of way actually incorporated in the final location.

DATE 4/22/80
SIGNATURE OF APPROVING OFFICIAL
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-866

March 31, 1980 PRO 6-2

TO: G. L. Green, division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00088
Project No. F-64(3)
Ash Creek Bridge Section
Polk County

Enclosed is data for the subject project.

I hereby request the following:

Authorization to proceed with the actual acquisition of the right-of-way, all phases at an estimated total cost of $72,500, with an obligation of $63,900 in federal funds.

The right-of-way to be acquired is as outlined in red on the enclosed copy of right-of-way map 1R-4-715. No relocation assistance is involved.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

Funds for this project are available from obligations released on other projects by final voucher submission and other actions.

CL:bke
Attachment

cc: J.B. Boyd
F. Lowe
G. Zehner

- 7266

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 20, 1979

FILE: 193

C. O. Fredrickson

FROM: C. O. Fredrickson
Region Engineer

TO: Frank Terpin
Location Engineer

SUBJECT: Ash Creek Bridge
(Independence)
Independence Hwy
Polk County

While discussing the six year program, Independence City Manager Jack McElravy brought up the width of subject structure.

Mr. McElravy stated he wrote two or three years ago requesting the structure be designed for four lanes.

The project has been submitted to you with the bridge designed for a 12 meter width.

Region office recommends proceeding with the submitted width and requests Bridge Design to provide for future widening to four lanes.

POS/mdd

Versteeg
Anderson
Christensen DOC
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 29 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

For Road Design File

NOTED
F. ERIKSEN

C: W. Hart
11-27-79

NOTED
W. N. HACKLEMAN

RECEIVED
NOV 23 1979
LOCATION SECTION

NOTED
G. C. WILLS

9306

Polk Co.
#193

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - ODOT
DEPT.

378-6883
TELEPHONE

TO: MEMO TO THE FILES

DATE: October ~~8~~ 16, 1979

George C. Wills

FROM: George C. Wills
Field Location Engineer

SUBJECT: Ash Creek Bridge
Independence Highway
Polk County

The question has been raised regarding the eligibility of the extensive construction proposed on the north approach fill (1,000± feet) on subject project for special bridge replacement funds.

It is possible to complete a functionally adequate connection within 150 feet of the proposed structure; therefore, it would seem that the extensive approach proposed could not become eligible for SBRP funding.

It does seem desirable that this approach be completed as a curbed section since the roadway on both ends of this section is curbed. Completion to a curbed section would improve asthetics and continuity to the approach to downtown Independence from the north. Costs would be less than $100,000 for the work. To construct the temporary connection would cost in the vicinity of $25,000, part of which could be salvaged in the future project construction.

The expenditure of an additional $75,000 at this time for this curb and roadway should be considered for funding with other than SBRP funds and the full approach included in the project.

10-16-79

Ok to include the
appropriate approach work
Try for SBRP funds if
there is any chance.
ESW

GCW:ge

cc J. H. Versteeg
D. Christensen w/att.
C. Fredrickson
D. H. Moehring

1 Versteeg
Anderson
2 Christensen Copy
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 10 1979
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up /
Action

9306

DATE: March 30, 1979

TO: OREGON TRANSPORTATION COMMISSION

ORIGINAL SIGNED BY H. S. COULTER

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Special Bridge Replacement Projects (19)

On the Consent Calendar for the April 17 meeting will be a request to approve 19 Special Bridge Replacement projects. These projects are not on the Six-Year Program.

The 1978 Federal-Aid Highway Act provided additional Special Bridge Replacement funds and the attached list of 19 bridge projects have been identified as needing reconstruction with these additional funds. The 19 bridge projects are estimated to cost $11,000,000 with Federal participation of $8,800,000 and State matching funds of $2,200,000.

These projects have been investigated and are eligible for funding under the Special Bridge Replacement Program. I recommend your approval of the projects and request authorization to sign the project agreements for and on your behalf.

RU:dmc
Attachment

bc: F. B. Klaboe
C. W. Head
L. W. Rulien
E. S. Hunter
C. T. Keasey
D. H. Moehring
R. L. Schroeder
W. J. Hart
J. H. Versteeg
F. E. Terpin
V. E. Skoog
E. L. Hardt
C. O. Fredrickson
A. Shirley
Dale Allen
W. E. Schwartz
George Bell

1306

1

March 22, 1979

John L. Moothart, Mayor
City Hall
Independence, OR 97351

Dear Sir:

The Department of Transportation is proposing to replace the Ash Creek Bridge on the Independence Highway. The structure to be replaced lies within the Independence city limits near the northerly limits of the central business district. Replacing the existing structure with one designed for projected traffic loads would require the acquisition of additional right-of-way.

In accordance with ORS 373.015 this is notice to you that we plan to acquire additional right-of-way within the Independence city limits for highway purposes, and that if you or the City Council have any remonstrances or objections, a public hearing may be held in accordance with the stipulations of the law.

The law requires that if you have objections to the proposed acquisition of right-of-way, you so indicate within 10 days after receipt of this notice. It would be appreciated if you would also let us know by letter if you have no objections to the proposal so our file on the project would be complete.

A copy of the law referred to and a copy of the map showing the right-of-way to be acquired are attached for your convenience. If you have any questions concerning the proposal, feel free to contact Mr. C. O. Fredrickson, 205 East Salem Highway Building, 2960 East State Street, Salem, OR 97310; Phone 378-2626.

Sincerely,

H. S. Coulter
State Highway Engineer

POS:gl HSC:jh
Attachment
bc: F. B. Klaboe
D. H. Moehring
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
W. J. Hart
C. O. Fredrickson
J. B. Boyd
Frank E. Terpin
Phil Stearns

FORM 94-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 8, 1979

REGION 2 ENGINEER
RECEIVED
FILE:
MAR 13 1979
RBE C
RME
ULE GFO RSO

FROM: Frank E. Terpin
Location Engineer F.E.T.

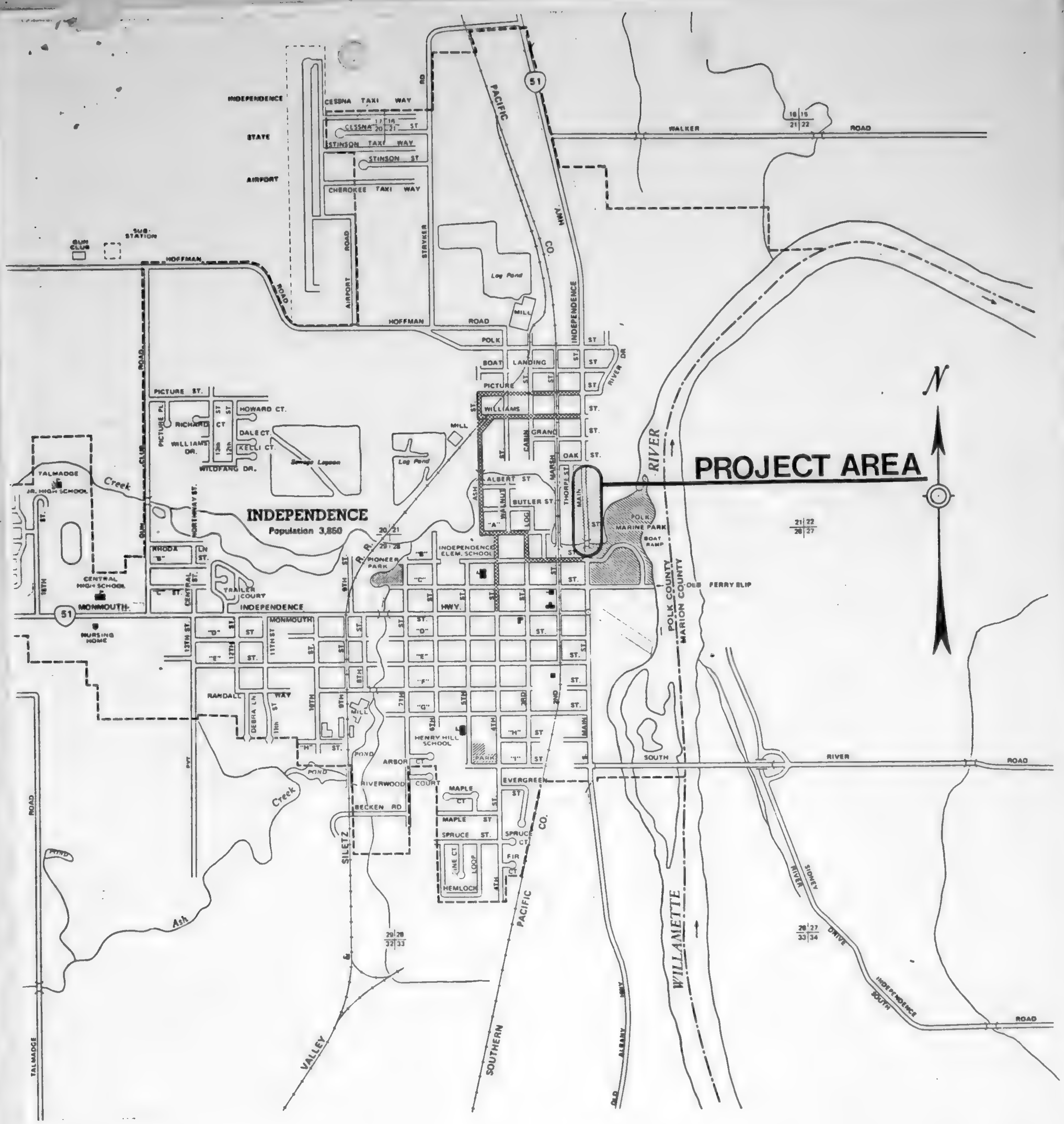
TO: C. O. Fredrickson
Region 2 Engineer

SUBJECT: Public Hearing
Ash Creek Bridge Section
Independence Highway
Polk County

The proposed bridge replacement project, by virtue of requiring additional right-of-way, is subject to provisions stipulated in ORS 373.015; therefore, the Mayor of Independence must be contacted to determine if he or the City Counsil will request a public hearing. Their determination should be returned, in writing, to verify compliance with the statute.

The attached maps have been approved for inclusion in your letter to the Mayor.

DB:ge
Attachments
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
G. Potter
J. B. Boyd
W. N. Hackleman
D. E. Keyes


INDEPENDENCE STATE AIRPORT
CESSNA TAXI WAY
CESSNA ST
STINSON TAXI WAY
STINSON ST
CHEROKEE TAXI WAY
GUN CLUB
SUB-STATION
HOFFMAN ROAD
AIRPORT ROAD
STRYKER RD
PACIFIC HWY.
CO.
51
WALKER ROAD
Log Pond
MILL
INDEPENDENCE ST.
POLK ST
BOAT LANDING ST
PICTURE ST
RIVER DR
WILLIAMS ST.
GRAND ST.
CABIN ST.
OAK ST.
ALBERT ST
BUTLER ST
WALNUT ST
THORPE ST
MARSH ST
MAIN ST
LOG
"A"
PROJECT AREA
N
RIVER
POLK MARINE PARK
BOAT RAMP
OLD FERRY SLIP
POLK COUNTY
MARION COUNTY
WILLAMETTE
PICTURE ST.
PICTURE PL
RICHARD CT
HOWARD CT.
DALE CT.
KELLI CT.
WILLIAMS DR.
WILDFANG DR.
Sewage Lagoon
MILL
Log Pond
TALMADGE JR. HIGH SCHOOL
Creek
INDEPENDENCE
Population 3,850
GUN CLUB ROAD
NORTHWAY ST.
RHODA
CENTRAL HIGH SCHOOL
TRAILER COURT
MONMOUTH
INDEPENDENCE HWY.
NURSING HOME
PIONEER PARK
INDEPENDENCE ELEM. SCHOOL
"B" "C" "D" "E" "F" "G" "H" "I" ST.
RANDALL WAY
DEBRA LN
HENRY HILL SCHOOL
PARK
POND
ARBOR CT
RIVERWOOD COURT
BECKEN RD
MAPLE CT
MAPLE ST
SPRUCE ST.
SPRUCE CT
FIR CT
PINE CT
LOOP
HEMLOCK
EVERGREEN
SOUTH RIVER ROAD
SILETZ
Creek
Ash
TALMADGE ROAD
VALLEY
SOUTHERN PACIFIC
OLD ALBANY HWY
SIDNEY INDEPENDENCE SOUTH RIVER DRIVE ROAD
18|19 21|22
21|22 28|27
20|21 29|28
29|28 32|33
28|27 33|34

OREGON DEPARTMENT OF TRANSPORTATION

ASH CREEK BRIDGE SECTION
INDEPENDENCE HIGHWAY
POLK COUNTY

LEGEND

▨ PROPOSED DETOUR

9306

2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 8, 1979

FROM: Frank E. Terpin F.E.T.
Location Engineer

TO: C. O. Fredrickson
Region 2 Engineer

SUBJECT: Public Hearing
Ash Creek Bridge Section
Independence Highway
Polk County

The proposed bridge replacement project, by virtue of requiring additional right-of-way, is subject to provisions stipulated in ORS 373.015; therefore, the Mayor of Independence must be contacted to determine if he or the City Counsil will request a public hearing. Their determination should be returned, in writing, to verify compliance with the statute.

The attached maps have been approved for inclusion in your letter to the Mayor.

NOTED
E. S. HUNTER

DB:ge
Attachments
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
G. Potter
J. B. Boyd
W. N. Hackleman
D. E. Keyes

RECEIVED
TECHNICAL SERVICES
MAR 13 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

1306

1

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: Ash Creek Bridge Section

DATE: November 3, 1977

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presente~~d.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
J. Sheldrake, Reg. 2
F. T. Lacy, dis. 3
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7709 2 810

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
H.S. COULTER

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
9-25-77

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7709 2 810 Due Date: OCT 28 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Department of Fish and Wildlife has no objection to the proposed project providing:

1. No pollutants, including sedimentation, are allowed to enter the waterway.
2. In-water work is limited to the period of June 15 to September 30.
3. The work is coordinated with our district fishery biologist, John Haxton, in McMinnville (472-8444).

Agency Fish + Wildlife By William E. Pitney

ENVIRONMENTAL MANAGEMENT SECTION 10/27/77

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7709 2 810 Due Date: OCT 28 1977

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(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THE HIGHWAY ENVIRONMENTAL SECTION SHOULD COORDINATE CUTURAL RESOURCE PROTECTION ON THIS ASH CREEK BRIDGE PROJECT IN POLK COUNTY WITH THE STATE HISTORIC PRESERVATION OFFICE

ISTORIC PRESERVATION OFFICE
TATE PARKS & RECREATION BRANC
525 TRADE STREET SE
ALEM, OREGON 97310

Agency SHPO By David G Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

INTERGOVERNMENTAL RELATIONS DIVISION
OCT - 3 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7709 2 810 Due Date: OCT 28 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By ______

7709 2 810

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the Polk County's comprehensive plan and efforts to update the plan (i.e. the Counties compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the relationship between the statewide land use goals

#12 Transportation and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

9/30/77
lo

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
SEP 28 1977
DIVISION OF STATE LANDS

[illegible]
OCT -3 1977

PNRS STATE REVIEW

Project #: 7709 2 810 Due Date: OCT 28 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- ( ) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

(#2) 9306

ROBERT W. STRAUB
Governor

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 25, 1977

TO **Executive Department**
Federal Aid Coordination Unit

Mid-Willamette Valley Council
of Governments
Room 305, Civic Center
Salem, OR 97301

D Swan

FROM **D. E. Swan**
Federal Aid Engineer

RECEIVED
STATE HWY ENGR
SEP 23 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED [illegible]

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 3
Section: Ash Creek Bridge Section
Highway: Independence
County: Polk

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 25, 1977.

BLG: dmc

Attachment

cc: **G. L. Green**
H. S. Coulter ✓
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2: J. Sheldrake
District 3: R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] **APPLICANT** [45: Dept. of Transportation — 46] **DIVISION** [79: Highway

03 12] **APPLICANT ADDRESS STREET** [45: ODOT Building — 46] **CITY** [60: Salem — 76] **ZIP** [80: 97310

04 12] **CONTACT PERSON** [45: D. H. Moehring — 46] **AREA CODE** [48: 503 — 49] **PHONE** [55: 378 — 56] **EXTENSION** [59: 6563

01 12] **PROJECT TITLE** [71: Ash Creek Bridge Section

11 12] **PROJECT LOCATION—CITY**: Independence Highway — **PROJECT LOCATION—COUNTY**: Polk — **PROJECT LOCATION** [79 SEC: T: R:

05 **SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)** [71

06 12] This project is proposed to replace the existing structure over Ash Creek [71

07 12] in Independence on the Independence Highway. Preliminary engineering review [71

08 12] was held 12-30-75 under PNRS 7512-2-040. [71

09 12] (See attachment) [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
1,200,000	-	400,000	-	-	1,600,000

13 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45 — 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79

14 12] **FEDERAL PROGRAM TITLE** [71: Title 23 USC Highways

15 12] **FEDERAL AGENCY NAME** [45: US Dept. of Transportation — 46] **FEDERAL SUB-AGENCY NAME** [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Sept. 25, 1977

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: October — 43] DAY [44: 25 — 45] YEAR [46: 1977

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☑

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Sept. 25, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a category 3 project of non major environmental impact under Oregon's Action Plan.

CATEGORY
3 PROJECT

NON-MAJOR

BRF-64(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 9, 1977

Section Ash Creek Bridge Section

Unit (if appl)

County Polk

City Independence

Highway Independence

State Hwy. No. 193

Termini: M.P.(if appl) 6.00-6.23

Length 023 mile

Region 2

Construction Estimate To be determined
Program Amount

B. Purpose of Project:

To replace an existing substandard and deteriorated bridge.

C. Origin & History of Project: Originally, the bridge replacement was included in the Oak Point Creek to Ash Creek project. This project was cancelled February 1, 1977. The bridge was then included in the Special Bridge Replacement Program priority list. A request for Authority for Survey dated July 13, 1977 has been forwarded for programming.

D. General Description of Project:

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0
Proposed: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0

Traffic: Existing Facility: Existing ADT 6100; Projected ADT 11,600; Yr. 1977
Existing Level of Service C

Proposed Facility: Projected ADT 11,600; Yr. 1977
Projected Level of Service C

Right of Way: Additional anticipated yes (Yes, No); if yes, give approx. No. Parcels to be determined

Acres to be determined; Type of Relocation Req. None; No. 0

Materials Source, Borrow, Waste Disposal Requirements, if any:
Local commercial sources are available to supply surfacing material and embankment. A disposal site would not be required.

Type of Structure(s):
The existing bridge is a three span structure with reinforced concrete deck girders supported on concrete columns. The bridge is 140 feet long and has 24 feet of horizontal clearance for vehicles and a six foot sidewalk on the westerly side.

Brief Description of River or Stream and Type of Involvement, if any:
Ash Creek, a tributary of the Willamette River, extends approximately 11 miles to the north and west of Independence and drains approximately 35 square miles of farmland and easterly slopes of the Coast mountain slopes lying between the Rickreall Creek and Luckimute River drainages. Construction of a new bridge would require expansion of the existing fill extending into the flood plane and possible pile driving in the stream channel.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):
The proposal is to replace an existing structure with a new structure along the same horizontal and vertical alignment. Alternative locations are not considered. Alternative structure designs would be considered during the design stage.

Other Descriptive Information or Comments:

A sanitary sewer crosses under the northerly end of the bridge. A water main crosses the river paralleling the bridge on the west. Overhead facilities for power and telephone are also present and may require adjustment.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Ash Creek meanders within a well-defined drainageway that courses through the non-marine terrace of the westerly Willamette Valley. At the project site, which is approximately one-quarter of a mile upstream from the confluence of Ash Creek, the drainageway is densely overgrown with a variety of trees, shrubs, grass and weeds. This vegetation extends along the drainageway from the Willamette River upstream for quite some distance. The overstory consists of willows, ash, and cottonwoods, ranging in height up to 50 to 60 feet. The understory is an intermix of immature trees, himalaya berries, orchard grass and other unidentified weeds and shrubs that are common to the area. Aquatic and terrestial wildlife have not been identified as it is not anticipated that there will be any significant impact to their habitat.

2. Cultural:

Ash Creek Bridge lies at the northerly edge of the Independence central business district. A small paved parking lot for a grocery store abuts the westerly side of the highway at the south end of the bridge. The Polk Marine Park, a public park, abuts the highway on the easterly side. Ash Creek is the apparent northerly boundary of the park between the highway and the Willamette River.

The Independence City limits extend to the north approximately one mile beyond the bridge site. The highway passes through a low density residential area. Roadside culture is an intermix of developed and undeveloped homesites and farmland.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
Right of way would be required from undeveloped land within the Ash Creek drainageway. No homes or business would be displaced nor would the Polk Marine park be affected.

2. Estimated Impact on Traffic Patterns:

The temporary disruption of traffic during construction is the only impact identified.

Consequences--Air Quality, Noise, Safety, etc.:

There would be no significant change in air quality or noise levels. The proposed structure would improve highway safety within the project limits.

3. Estimated Impact on Land Use:

No changes in land use as a result of the bridge replacement are anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Some wildlife habitat would be removed during construction and some instream work may be required.

Consequences:

Not significant. Instream work would be minimal and temporary. Wildlife habitat similar to that lost in construction is extensive and continuous in the area.

5. Expected Impact on Cultural and Scenic Resources:

None identified.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

No areas of critical concern affecting the social, economic, or natural environmental have been identified.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards This project determined to be unrelated to traffic noise increases; hence, no noise study report is required.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

The proposed bridge replacement would be consistent with the above plans and standards.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION----------------- XX-NON-MAJOR ACTION-----

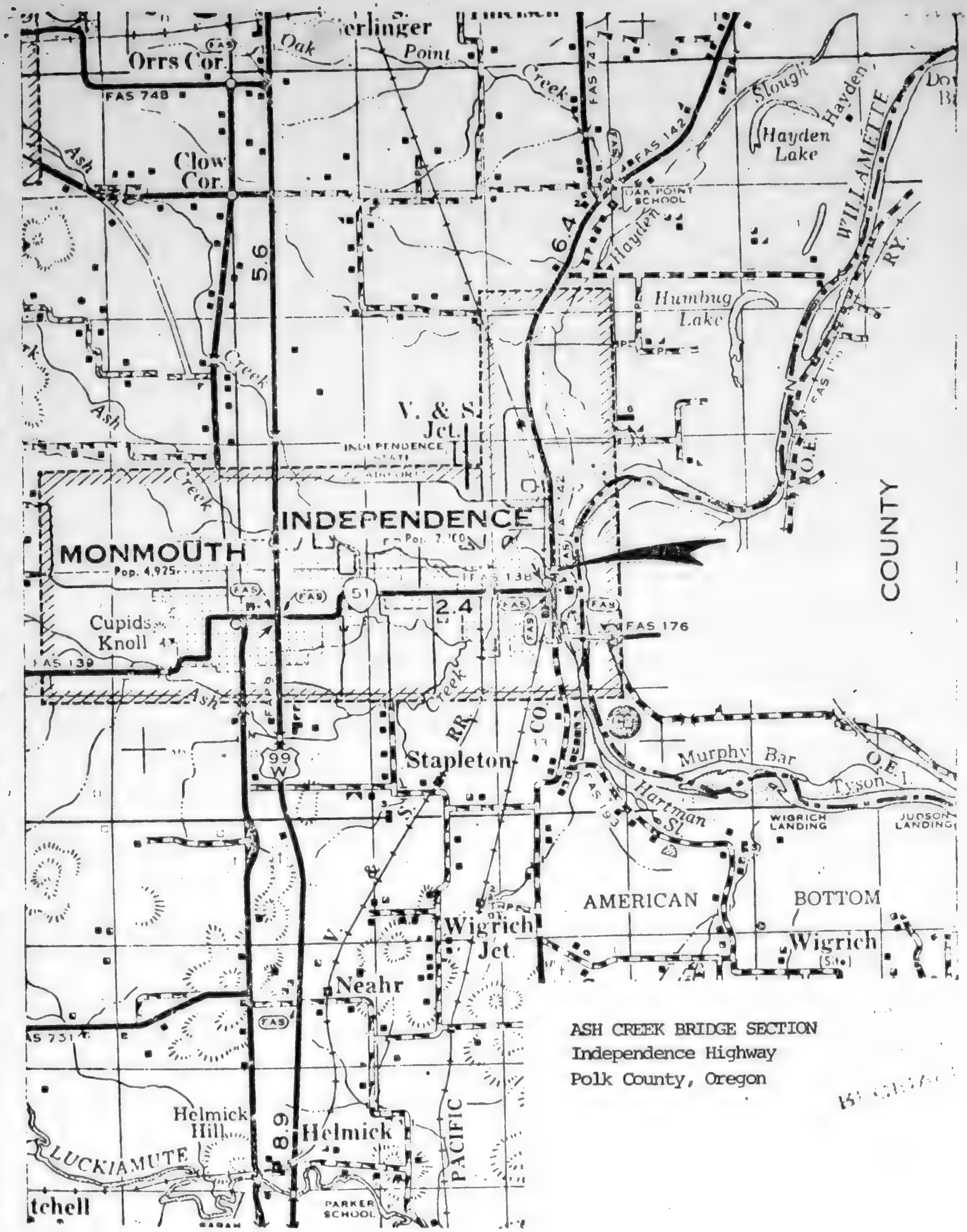
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2, paragraph 10 e., projects of this type are ordinarily considered to be non-major actions.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4

Form (1)10-75


Orrs Cor.
Oak Point
erlinger
Creek
FAS 748
FAS 747
FAS 142
Slough
Hayden
Hayden Lake
WILLAMETTE
RY.
Ash
Clow Cor.
OAK POINT SCHOOL
6.4
5.6
Humbug Lake
Creek
V. & S. Jct.
INDEPENDENCE STATE AIRPORT
INDEPENDENCE
MONMOUTH
Pop. 4,925
FAS 138
51
2.4
FAS
FAS 176
Cupids Knoll
FAS 139
Ash
Creek
RR.
99 W
Stapleton
CO
FAS 193
Hartman Sl.
Murphy Bar
O.E.
Tyson I.
WIGRICH LANDING
JUDSON LANDING
AMERICAN
BOTTOM
Wigrich Jct.
Wigrich
Neahr
FAS 731
Helmick Hill
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8.9
LUCKIAMUTE
PACIFIC
PARKER SCHOOL
tchell
COUNTY

ASH CREEK BRIDGE SECTION
Independence Highway
Polk County, Oregon

9326

2

INTEROFFICE MEMO

STATE OF OREGON

DATE: September 8, 1977

TO: E. S. Hunter
Technical Services Engineer

FROM: Gerald Wimer Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Ash Creek Bridge Section
Independence Highway
Polk County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 2 : John Sheldrake
District 3 : R. A. Kuehn
Region 2 Geologist: William Fretwell
B. L. Gifford

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 9-12-77

81-125-1387

9306

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 1, 1977

In reply refer to: HB.2-OR

SUBJECT: Oregon Project BRF-64(-)
PROJECT ASSESSMENT
Ash Creek Bridge Sec.
Polk County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's August 15, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William A. Kappus
for G. L. Green

cc:
OSHD (Reg. 2, Env.)
ODOT (Laux, Potter)

RECEIVED
STATE HWY ENGR
SEP 7 '77
orig to
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9306

1859

OREGON STATE
HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
H. S. COULTER

November 14, 1975

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Post Office Box 300
Salem OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

The Oregon Highway Division is embarking on the development of a metrication program. To implement this program we have selected three structure locations with associated approach earthwork and surfacing as follows:

Region 2: Millican Creek, Pacific Hwy West, MP 32.76
Ash Creek, Independence Hwy., MP 6.18

Region 3: Pulaski Creek, Coquille-Bandon Hwy., MP 15.27

We plan to develop these projects on the metric system from the initial field survey through the construction stage. The survey is scheduled to begin as soon as preliminary engineering monies are programed.

Very truly yours,

W.H. Tebeau
Assistant Location Engineer

WHW:jp
cc E.S. Hunter

RECEIVED
STATE HWY ENGR
NOV 14 '75
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3123

9306 1

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

November 13, 1975

FROM: W. H. Tebeau
Assistant Location Engineer

TO: C. O. Fredrickson
Regional Engineer

SUBJECT: Ash Creek Bridge
Independence Highway

NOTED
E. S. HUNTER

The above survey has been selected as a pilot project using the metric system from the initial field survey through the construction stage.

It is deemed desirable to acquire necessary field and office supplies with metric units rather than resort to conversion tables for the work. Chains, rods, tapes, scales, et cetera, may be ordered through the Salem storeroom with an anticipated one-month delivery time.

This office will furnish metrication criteria to you soon.

WHW:mc

cc E. S. Hunter
W. J. Hart

RECEIVED
STATE HWY ENG

NOV 14 '75

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9306

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

November 10, 1975

Victor D. Wolfe

FROM: Victor D. Wolfe
Location Engineer

SUBJECT:

TO: E. S. Hunter
Deputy State Highway Engineer

In keeping with our intent to implement the metric system, the following three projects have been selected for survey, design and construction

Region 2	Millican Creek	Pacific Hwy West - 8796
Region 2	Ash Creek	Independence Hwy
Region 3	Pulaski Creek	Coquille-Bandon Hwy - 8511

This will constitute Phase 1 of the Implementation Program with Phase 2 (PSE) and Phase 3 (construction) to follow. It is hoped that construction of these projects can be accomplished during the summer or early fall of 1976.

A copy of the implementation plan is attached.

Attach

WHT:mc

cc J. H. Versteeg
W. J. Hart
C. O. Fredrickson
Alfred Shirley, Jr.

approved [illegible] + [illegible] 11-12-75

RECEIVED
STATE HWY ENGR
NOV 10 '75
REFER TO
FOR
Info Inve R.D. D.S. S.E. Act. File

OK EDH 11-12-75

METRICATION

Suggested Implementation

Phase 1 - This will involve the development of two pilot projects using the metric system from the initial field survey (to begin in 1975) to the preliminary design stage. This phase is intended to acquaint the field engineering staff, technical and nontechnical, with the metric system. Implementation of the metric system in this manner will serve to indentify problems of its application to highway engineering and will permit the development of procedures which can be ultimately adopted statewide. Concurrently, a training program will be launched to orient Division personnel as a whole toward metrication. Such a program could entail seminars, formal classes, or workshops. The HRD office is aware of this training need.

Phase 2 - This phase will continue the development of the two pilot projects to final design and development of the plans and specifications on the metric system. This will identify problems of its application to this aspect of highway engineering and to resolve any difficulties encountered. Standard procedures will be developed for uniformity in application of the system. During this phase, an orientation program can be developed to assist contractors in making the transition to the metric system.

Phase 3 - This phase will entail the construction of the two pilot projects. All measurements will be in the metric system and will include staking, inspection, layout, testing, and documentation normally accomplished during construction. Before bids are received, a workshop will be conducted by the Division staff to acquaint prospective bidders with the change to the metric system.

Phase 4 - This phase will acquaint highway users with the metric system. This will consist of the placement of dual markers and signing (in miles and kilometers) at specified locations along state highways. Direct conversions will be shown, such as "100 miles to A", "161 kilometers to A" or "62 miles to B", 100 kilometers to B". The motorist should be able to relate to the metric system by use of the dual signing.

Phase 5 - This will be the distribution of metric information which will give a historical account of the system, benefits, simple conversions for basic measurements, and relationship between the metric system and the present system. Road maps can be prepared showing distances between major points in both systems of units.

Phase 6 - This phase will involve the implementation of a public reaction survey to determine the public's attitudes and reactions from their exposure to the metric signing along highways and the metric information made available to them. The results will be evaluated and used as resouce data for any changes that may be necessary.

Tentative SI Units (Metric) for Project Design

A. Horizontal Alignment (Basic Unit--The Meter)

1. Stationing: Define station as a 100-meter length. (This parallels the same concept in use for the English system.) For example: 103+41.65 would represent a distance of 10,341.65 meters from the beginning point. Standard types are available in 20-meter (65.62 feet) lengths for five tape lengths per station. Use basic chaining distance of 20 meters with discretion for use of other distances based upon curvature, topography, et cetera.
2. Angles: No change in present usage of degrees, minutes, and seconds. Concept of the 360-degree circle will be retained. Bearings and azimuths will retain their identity.
3. Circular Curves: Use Arc Definition for degree of curve which is the angle subtending an arc of 100 meters. Thus concepts and curvalinear relationships now in use will be retained.
4. Spiral Curves: Values in the spiral tables are based upon ratios and no change is necessary. Tables may have to be expanded to cover spiral lengths that will be used. Typically, these lengths would range from 100 to 300 meters.

B. Vertical Alignment (Basic Unit--The Meter)

1. Gradients: Rates of grade will remain as percentage values.

2. Vertical Curves: Lengths will range from 20 to 500 meters in multiples of 20-foot meter intervals. No change in computational procedures.

3. Leveling: Elevations are to be shown in meters and decimals of meters.

C. Cross Sections & Earthwork (Basic Unit--The Meter)

1. Cross sections: Plotted to a scale of 1:100 (relative) both horizontally and vertically. This is similar to the 1"=10' (1:120) now in use.

2. Earthwork: Unit would be the cubic meter.

D. Profiles (Basic Unit--The Meter)

1. Rural Profiles: Scale - 1:1000 horizontal (1"=$83.3\overline{33}$) and 1:100 vertical (1"=$8.3\overline{33}$).

2. Urban Profiles: Scale - 1:500 horizontal (1"=$41.6\overline{66}$) and 1:50 vertical (1"=$4.1\overline{66}$).

E. Detail Maps (Basic Unit--The Meter)

The following tabulation gives present scales and contour intervals and the corresponding metric scales and contour intervals to be used:

Present System		Metric System	
1" = 50'	2' c.i.	1:500	1 meter c.i.
1" = 100'	5' c.i.	1:1000	2 meter c.i.
1" = 200'	10' c.i.	1:2000	3 meter c.i.
1" = 400'	20' c.i.	1:5000	5 meter c.i.

F. Precision of Measurement

1. Horizontal and vertical control in surveying - measurements to 0.01 meter. Topographical conditions may require measurements of a greater precision (0.001 meter).
2. Dimensions of roadway element - measurement to nearest even tenth of meter.
3. Drainage elements - 0.01 meter in most cases; 0.001 meter where drainage gradients are critical.
4. Structural design and other fields of the building trades will use the centimeter and millimeter units in dimensioning and sizing of structural elements.
5. In general, the same relative errors of closure for traverses now in use will be continued.

G. Design Speed (Basic Unit--Kilometers/hour)

MPH	x 1.609 =	KPH (rounded)
40		64.36 (65)
50		80.45 (80)
60		96.54 (95)
70		112.63 (110)

H. Lane & Shoulder Widths (Basic Unit--The Meter)

Lanes	Shoulders
12' (3.6 meters)	10' (3.0 meters)
11' (3.4 meters)	8' (2.4 meters)
10' (3.0 meters)	6' (1.8 meters)
	4' (1.2 meters)

Multiply lane width in feet by 0.3048 and round to nearest even tenth for width in meters.

I. Roadway Template

Pavement and shoulder slopes, ditch slopes, cut and fill slopes, et cetera, will remain the same.

J. Right of Way Maps

Right of way maps will use the scale ratio same as the other mapping. Dimensions will be shown in both dimensions.

K. Units

The basic unit is the meter. All dimensions will be shown with two digits following the decimal point. Area and cubic units by computation will be recorded with two digits following the decimal point.

1981 Painted Hills Rd.-Mitchell 9307
Sec. of the Ochoco Hwy.
(Treated base & paving)

9307

STATE COPY

nig

cc: OSHD (Mr. [illegible]alter)
David B. Carter, Area Engineer

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

2-1-84

REGION NUMBER 10	REPORT NUMBER 3	COUNTY Wheeler		DIVISION Oregon
DATE OF REPORT 2-1-84		REPORT MADE BY Paul J. Padilla, Hwy Engr Trainee		PROJECT NO. F-88-2(7)
COMPLETION DATE 8-11-82		ACCEPTANCE DATE BY CONTRACT AGENCY 1-26-83	TIME ELAPSED 107 %	CONTRACT TIME 150 calendar days
APPROVED EXTENSIONS 18 days		LOCATION A 6.5-mile section of Ochoco Highway west of Mitchell, Oregon		

NOTE - *The PR 47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PAINTED HILLS ROAD - MITCHELL SECTION
OCHOCO HIGHWAY
Treated Base and Paving

This project provided for the widening and paving of this section of the Ochoco Highway.

The final cost of the original contract items was $932,150 - or an overrun of 1.2% of the $943,716.00. The final cost, including engineering and all other work, was $1,058,220.00.

All participating items are complete.

---PDP---

NOTED
W. E. SCHWARTZ
Cy
2/13

RECEIVED
STATE HWY ENGR
FEB 8 '84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D.R	Sign	Act	File

*NOTE: Not applicable for direct federal projects

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Paul J. Padilla		SIGNATURE Glenn K. Hossner	Original Signed By G. K. HOSSNER Field Operations Engineer
TITLE Hwy Engr Trainee	DATE 2-1-84	TITLE Field Operations Engineer	DATE 2/7/84

FORM FHWA 1446B (Rev 12-79) PREVIOUS EDITIONS MAY BE USED

9307

February 8, 1983

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9307

Gentlemen or Ladies:

On January 31, 1983, we wrote to you concerning release of final payment on Contract No. 9307 awarded to Western Mixing Co., for work on the Painted Hills Road-Mitchell Section of the Ochoco Highway in Wheeler County.

Final payment on this contract is $15,992.70 and the total contract amount is $1,032,002.07. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Western Mixing Co.
P. O. Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
Dale Allen

9307 2-1-83 file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Const., Inc. No. 9041	Sager Cr. Br. & Kale Cr. Culvert Clatsop County	Jan. 3, 1983
Cascade Const. Co., Inc. No. 9062	NE Col. Blvd.-NE Weidler St. (Unit 1) Multnomah County	Jan. 3, 1983
COMCO Const. Ore. Ltd. dba Salem Road & Driveway Co. No. 9436	Church Road-Pac. Hwy. West Polk County	Jan. 4, 1983
J. C. Compton Co. No. 9241	Elgin-Minam River Road Union County	Jan. 4, 1983
C.W. McCallum Const. Co. No. 9347	Southbound On Ramp @ Beaverton/Hillsdale Hwy. Washington County	Jan. 4, 1983
The Kaspac Corp. dba Kaspac Industries No. 9382	Jackson County Pavement Marking Project Jackson County	Jan. 4, 1983
East County Electric Co., Inc. No. 9450	Pac. Hwy. W. @ 12th St. (McMinnville) Yamhill County	Jan. 4, 1983
Ajax Electric Co. No. 9430	Beaverton/Hillsdale Hwy. @ SW 107th Ave. Washington County	Jan. 4, 1983
Schoolhouse R Electric No. 9407	Col. River Hwy. @ W. Rainier Dike Rd. (Rainier) Columbia County	Jan. 5, 1983
A.K. Lundmark & Son,Inc. No. 9442	Rock Creek Bridges Washington County	Jan. 5, 1983
Hannan Bros. Const.,Inc. No. 9410	Westport Ferry Slip Clatsop County	Jan. 5, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Hansen Electric Co., Inc. No. 9208	SW Murray Blvd. @ SW Walker Rd. (Beaverton) Washington County	Jan. 6, 1983
Joseph Garfas dba Schoolhouse R Electric No. 9392	Rogue Valley Hwy. @ Valley View Rd. (Talent) Jackson County	Jan. 11, 1983
D Mc D Corp. No. 9377	LaGrande/Baker Hwy. @ Pierce Lane Union County	Jan. 12, 1983
F. Kelly Somers Const. Co. & F.L. Somers Co., Inc., J.V. No. 9303	NCL-Main St. (Rogue River) Jackson County	Jan. 18, 1983
Hamilton Electric, Inc. No. 9105	SW Macadam Ave.-SW Hamilton Court Multnomah County	Jan. 20, 1983
R. A. Hatch Co. No. 9227	Cedar Hills Blvd.-Sylvan Intchge. Washington & Multnomah Counties	Jan. 21, 1983
D & D Paving Co. No. 9319	35th Ave. Realign. @ Silverton Rd. Marion County	Jan. 21, 1983
Ross Bros. Const., Inc. No. 9441	UPRR & Frontage Rd. O'Xing. (The Dalles) Wasco County	Jan. 24, 1983
Eagle-Elsner, Inc. No. 9457	Oswego Hwy. @ Marylhurst College Entrance Clackamas County	Jan. 24, 1983
Fabricators, Inc. No. 9301	Davis Slough-Bullards Bridge Coos County	Jan. 25, 1983
Western Mixing Co. No. 9307	Painted Hills Rd.-Mitchell Wheeler County	Jan. 26, 1983
Swanston Equipment Co. No. 9384	Lane County Pavement Marking Project #5 Lane County	Jan. 27, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9460	Pac. Hwy. E. @ Grimm Road Marion County	Jan. 27, 1983
Hi-Land Const., Inc. No. 9518	Grass Butte Rock Production Crook County	Jan. 31, 1983
Morse Bros., Inc. No. 9458	Condon Rock Production Gilliam County	Jan. 31, 1983

February 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9307

P

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PAINTED HILLS RD.-MITCHELL

WEEK ENDING: October 29, 1982

SECTION PREFIX: 35-1037

HIGHWAY: Ochoco

COUNTY: Wheeler

NAME OF JOB: PAINTED HILLS ROAD - MITCHELL

KIND OF WORK: TREATED BASE AND PAVING

CONTRACTOR: WESTERN MIX

CONTRACT NUMBER: 9307

FEDERAL AID PROJECT NUMBER: F-88-2 (7)

DATE OF CONTRACT: June 1, 1981

DATE WORK STARTED: July 7, 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS 168

WORK DAYS USED:

CALENDAR DAYS USED 179

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 107

PROJECT AUTHORIZATION: $ 1,082,024.58

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 1,001,923.28

ENGINEERING AUTHORIZATION $ 80,101.30

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 990,191.00

ENGINEERING COST TO DATE $ 65,000.00

DATE PROJECT WAS COMPLETED: August 11, 1982

ESTIMATED PERCENT: OVERRUN UNDERRUN 1.2 %

PERCENT OF AUTHORIZATION 81 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	6.5	6.5			6.5
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	425 cu.yds.	36,200 sq.yd.	2,500 Ton		22,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	425 " "	36,200 " "	2,500 Ton		22,000 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	351 " "	41,229 " "	2,564 "		23,470 "
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				K
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED

CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Submitted Semi-final estimate to Region October 27, 1982

Final Weekly Report

SIGNED H.H. Robertson LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9307 10-15-82

U. S. DEPARTMENT OF TRANSPORTAT
FEDERAL HIGHWAY ADMINISTRAT

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-88-2(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Wheeler

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10140

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/6/82

8. FEDERAL ROUTE NUMBER Primary 88

9. STATE ROUTE NUMBER Primary 41

10. GENERAL LOCATION:
Painted Hills Road - Mitchell Section

11. GENERAL DESCRIPTION OF WORK
Furnish ¼ - #10 aggregate for chip seal coat

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 7/6/82 as requested in Mr. Keasey's letter of 9/17/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $3,510 Federal Funds $3,095.

RECEIVED
STATE HWY ENGR
OCT 21 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

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OCT 22 1982
CONSTRUCTION SECTION
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10/22
NOTED only
W. E. SCHWARTZ

14. DATE 10/15/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9307

March 17, 1982

Mr. Dan Cronin
% Hugh K. Cole, Jr.
Attorney at Law
241 East Main
John Day, OR 97845

CON 5
#9307

Dear Mr. Cronin:

Thank you for your letter of March 8 attaching a Partial Lien Satisfaction from Dick and Jean Reid dba Grant County Redi-Mix on Contract No. 9307.

This is in connection with a claim filed on January 25, 1982, in the amount of $91,928 against Contract No. 9307 with Western Mixing Company for work on the Painted Hills Road-Mitchell Section of the Ochoco Highway in Wheeler County. The March 8th document states that Grant County Redi-Mix has been paid $49,800.

This partial payment will be noted in our records and we will advise the surety and the contractor. Please let us know when your client receives the remaining $42,128.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Western Mixing Co.
P. O. Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

NOTED ON CARD
js 3-17-8✓

HUGH K. COLE, JR.
ATTORNEY AT LAW
241 E. MAIN
JOHN DAY, OREGON 97845

ORVAL D. YOKOM
OF COUNSEL

DANIEL L. CRONIN
ASSOCIATE

TELEPHONE
(503) 575-0821

March 8, 1982

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Department of Transportation
Transportation Building
Salem, OR 97310

Re: Your File No. CON 5
Contract No. 9307

Gentlemen:

Enclosed find Partial Lien Satisfaction executed by Dick and Jean Reid, who do business as Grant County Redi-Mix.

Very truly yours,

Dan Cronin

DAN CRONIN

ca

Encls.

RECEIVED
MAR 15 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PARTIAL LIEN SATISFACTION - CONTRACT NO. 9307

To: Department of Transportation, Highway Division

On January 25, 1982, Dick Reid and Jean Reid filed a lien on the Mitchell Highway Project. The Reids asserted that there was due and owing Grant County Redi-Mix the sum of $91,928. Dick and Jean Reid, doing business as Grant County Redi-Mix hereby state that $49,800 of said sum has been satisfied. There is still due and owing Grant County Redi-Mix the sum of $42,128.

DATED this 8th day of March, 1982.

Dick Reid

Dick Reid

Jean Reid

Jean Reid

RECEIVED
MAR 15 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9307 CL-82-10

files L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 5 1982
NORMA PAULUS
SECRETARY OF STATE

February 3, 1982

IN REPLY REFER TO FILE NO.:

CON 5
#9307

Hugh K. Cole, Jr.
Attorney at Law
241 E. Main
John Day, OR 97845

Attention: Dan Cronin

RECEIVED
FEB 5 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter of January 25 with attached Notice of Lien from Grant County Redi-Mix indicating they have a claim in the amount of $91,928 for labor and materials supplied on the Mitchell Highway Project.

The claim states this is in reference to the Western Mixing Company Contract No. 9307 for work on the Painted Hills Road-Mitchell Section of the Ochoco Highway in Wheeler County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

FD
2-8-82 dmc

FKN:dmc

cc: Western Mixing Co.
P. O. Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

RECEIVED
FEB 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

HUGH K. COLE, JR.
ATTORNEY AT LAW
241 E. MAIN
JOHN DAY, OREGON 97845

ORVAL D. YOKOM
OF COUNSEL

DANIEL L. CRONIN
ASSOCIATE

TELEPHONE
(503) 575-0821

January 25, 1982

Mr. Robert W. Gormsen
1221 Transportation Bldg.
Salem, Oregon 97310

Dear Mr. Gormsen:

Enclosed is a copy of Notice of Lien being filed against the surety on Contract No. 9307-Mitchell Highway-Painted Hills Project.

Very truly yours,

Dan Cronin

DAN CRONIN

DC/jj

Enc.

RECEIVED
JAN 27 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LIEN ON MITCHELL HIGHWAY PROJECT - Contract # 9307

TO: Department of Transportation, Highway Division

Notice hereby is given that the undersigned Dick and Jean Reid, doing business as Grant County Redi-Mix, has a claim for labor and materials supplied on the Mitchell Highway Project. The materials provided consist primarily of crushed rock for shoulder aggregate, emulsified asphalt concrete aggregate, aggregate in choke, maintenance mixture aggregate, aggregate in chip seal, general embankment materials, stone embankment material. Approximately 40,000 tons of crushed rock, in all categories, have been supplied to the Mitchell Project. The value of these materials is approximately $143,537.08. Grant County Redi-Mix has been paid the sum of $51,608.85, thus there is due and owing Grant County Redi-Mix a sum of $91,928, which is asserted against the bond taken from United Pacific Insurance Company and Western Mixing Company for the work on a highway project entitled the "Mitchell Project" (Contract Number 9307) near Mitchell, Oregon.

Dated January 25, 1982.

Dick Reid

Dick Reid

Jean Reid

Jean Reid

RECEIVED

9307 L.

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

October 29, 1981

Western Mixing Company
P.O. Box 7335
Eugene, OR 97401

Re: Time Extension Request
Painted Hills Road-Mitchell
FAP No. F-88-2(7)
Contract No. 9307

Gentlemen:

Your request for additional contract time in which to complete the above project has been reviewed. A contract time extension of eight calendar days is granted for both phase (a) and phase (b) due to additional work performed under Price Agreement No. 4.

Sincerely,

C. T. Keasey

C. T. Keasey
Assistant State Highway Engineer

WR:fr

cc: H. S. Coulter (w/att.)
Dale Allen "
W. W. Robertson "
Bob Church
FHWA "

RECEIV
STATE HWY E
OCT 30 '81
REFER TO
FOR
Info Inves. R/D D/R Sign Act File

Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: C. T. Keasey
Construction Engineer

DATE: October 9, 1981

FROM: R. O. Havig
Region Office Engineer

SUBJECT: Request for Increase in Calendar Days
Painted Hills Road-Mitchell
Contract No. 9307

Enclosed are five copies of Contractor's Request for Calendar Day Increase in Number of Workdays. Also enclosed is a letter to Region from W. W. Robertson with notation by Dale Allen that he concurs in an 8 day time extension because of the change in typical.

This office recommends request be granted.

RECEIVED
OCT 12 1981
CONSTRUCTION BRANCH
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10-12-81

CTK
I concur with Region & Resident.

ROH:pw
Enclosures

cc: W.W.Robertson

FORM E-302

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97708

DATE October 5, 1981

TO Dale D. Allen
Regional Engineer

FROM W. W. Robertson
Resident Engineer
W W Robertson

SUBJECT Painted Hills Road - Mitchell
Contract No. 9307
Wheeler County

Find attached 5 copies of contractors request for 8 calendar days increase to complete project. Information pertaining to the request are as follows.

Contract Award	June 1,1981
Time Began	June 16, 1981
Work Began	July 7, 1981
Contract Time	90 Calendar Days (Unit 'A')
Calendar Days Remaining	2
Stop Work Order	September 12, 1981

Also find attached a copy of the September 16, 1981 letter to the contractor where this office has addressed the workdays involved in increasing the typical section width from 28 ft. to 30 ft..

This office recommends that the contractors request of 8 calendar days increase be approved based on the September 16, letter.

WWR/te

cc. File

ORG. to Const;

Region concurs in the 8 day
time extension because of the
Change in typical.

Dale D Allen

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE OCT 5 1981 RDE
RSO REGION 4 RBE
ASSIGNED____________

9307

9307

L.

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the File

DATE: September 11, 1981

Dale Allen

FROM: Dale D. Allen
Region Engineer

NOTED
H. S. COULTER

SUBJECT: Painted Hills-Mitchell Section
Contract No. 9307

9/10/81 - After discussions with FHWA (Hossner), Construction (Christian), Lab (Wilson), and Pool, the Resident Engineer notified contractor Stan Benge that the project would be given shut down order after the base lift of paving was completed. This would likely be Monday, September 14. Reason possible winter damage to top lift due to inadequate curing time before cold and wet weather. We would require seal on base lift.

There was some discussion about who (State or contractor) should pay for seal cost. Estimated at $20,000±.

9/11/81 - Contractor called Region and objected to shut down and was very concerned with additional cost involved. He advised that he could complete top lift by September 24 or 25. Advised that he had probably placed as much cold mix as any contractor in Oregon and had never experienced any problem with projects completed in the late fall. Asked that we allow him to proceed subject to 60-degree temperature limitation. Asked for reply today so he can notify crew, etc.

I discussed request with Coulter and Wilson. Wilson believes in long run we would be better off to shut down. Coulter does not want to risk job going bad but feels that since we shut down contractor we should stand cost of seal. Asked that I discuss matter further with Wilson and FHWA and get back to him. Specifically, whether FHWA will participate.

Bob Hathaway, FHWA, was contacted and asked if they would participate in extra seal cost if we all agreed that a shut down order was appropriate. It may be that this one seal between two lifts is all that is required.

Bob Hathaway called back and agreed to the following:

(1) Proceed with shut down.
(2) They will participate in seal on base.
(3) Will withold decision on top seal until next year.

Notified contractor to finish base lift, seal in 2 to 3 weeks and place top lift next year.

DA:mr
cc: Coulter
Keasey
Wilson
Robertson
Bob Hathaway

RECEIVED
STATE HWY ENGR
SEP 14 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

#1307

STATE COPY

cy: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Wheeler	DIVISION Oregon
DATE OF INSPECTION 9-3-81	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. F-88-2(7)

IN COMPANY WITH
W. Robertson, Resident Engineer, OSHD

LOCATION
Beginning approximately 5.5 miles westerly of the community of Mitchell and extending easterly to near the west community limits of Mitchell, Wheeler County, Oregon.

CONTRACTOR NAME AND ADDRESS
Western Mixing Company, P.O. Box 7335, Eugene, Oregon 97401

AWARD DATE 6-1-81	CONTRACT AMOUNT $943,716.30	TIME ALLOWED a) 90 calen.days b)150 calen.days	TIME STARTED 6-16-81	WORK STARTED 7-7-81
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 59%	WORK COMPLETED 45%	

RECEIVED
STATE HWY ENGR
OCT 12 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REMARKS

orig
10-12

PAINTED HILLS ROAD-MITCHELL
OCHOCO HIGHWAY
Treated Base and Paving

This project provided for the widening and overlaying this 6.5 mile section of the Ochoco Highway.

After the project had been awarded it was decided to increase the roadway width from 28 feet to 30 feet. The added width can be obtained with very little additional effort. The contractor has agreed to perform the additional work at contract unit prices. This change is documented in Price Agreement No. 4.

The paving on this project is being accomplished using an emulsified asphalt cold mix. A review of the project records indicates the material is being produced in substantial conformance with the specifications. The base lift is nearing completion and should be completed in the next week or two. Progress has been slow as the production of the aggregates for the cold mix has not kept pace with the capacity of the paving equipment. The percent of fines in the mix is well within specification limits and the laydown operation is progressing satisfactorily.

The progress of the work has been listed as unsatisfactory as the project time of 150 calendar days contained an intermediate "contract time" of 90 calendar days at which time all cement treated base work and emulsified asphalt paving was to have been completed. It is doubtful that the contractor will finish the paving work within that time limit. Construction signing for the project was in place and is considered satisfactory.

Form FHWA-1446 (12-73) Formerly PR-33 A   Previous Editions of PR-33A will Not Be Used.

7307

41

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701

August 19, 1981

In Reply Refer to
File No.:

Material Source
Painted Hills Road-Mitchell
Ochoco Highway
Wheeler County

Department of Geology and Mineral Industries
1129 S. Santiam Road
Albany, OR 97321

Attn: Paul Lawson

Dear Paul:

As previously discussed with you, Item 1 in our operating specifications will be deleted.

Our maintenance forces have a need for oversize material in the Mitchell area to repair wash-outs caused by flash flooding. The material will be stockpiled by our contractor on prior disturbed area at the base of the hill on which the quarry is located.

Yours very truly,

R. J. VanCleave

R. J. VanCleave
Region Geologist

RJV:pw

cc: Don Trout
    Wil Robertson

RECEIVED
1981
ROAD [illegible]
Sullivan
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734-1827

9307

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 6-70
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-2-81

Oregon
County
Morrow
Project Number
F-76(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 26, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 44,000.00	$ 76,800.00
Federal funds	$ 38,786.00	$ 67,699.00
Other revisions		

This modification is made for the following reasons: To include approved funds for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of June, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 3, 1981

Federal Aid Project
No. F-88-2(7)

Painted Hills Rd.-Mitchell Section
Ochoco Highway
Wheeler County

Project Agreement Estimate

Type Code 6201
Roadway (Sta. 746+43 thru EQ Sta. 697+52+24 Ah.= 704+78.44 Bk. to Sta. 410+00)

Furnishing Field Laboratory	1	Each	250.00	$ 250.00
Mobilization			All Required	75,000.00
Temporary Protection and Direction of Traffic			All Required	10,000.00
Temporary Signs	555	Sq. Ft.	3.50	1,942.50
Temporary Barricades	10	Each	40.00	400.00
Temporary Delineators	336	Each	18.00	6,048.00
Flagmen	600	Hour	15.00	9,000.00
Pilot Car	300	Hour	21.00	6,300.00
General Embankment	425	Cu. Yd.	6.68	2,839.00
Stone Embankment	1,350	Cu. Yd.	6.42	8,667.00
Backhoe	50	Hour	47.50	2,375.00
Dump Truck	50	Hour	48.50	2,425.00
Aggregate Shoulders	6,000	Ton	6.22	37,320.00
Cement Treated Base	36,200	Sq. Yd.	1.00	36,200.00
Cement for Treated Base	970	Ton	85.00	82,450.00
Emulsified Asphalt Concrete Mixture	22,000	Ton	8.60	189,200.00
Emulsified Asphalt in Mixture	1,430	Ton	185.60	265,408.00
Aggregate in Sand Choke Seal	1,000	Ton	5.40	5,400.00
1/4"-#10 Aggregate in Chip Seal	1,320	Ton	11.74	15,496.80
Emulsified Asphalt in Chip Seal	150	Ton	187.00	28,050.00
Asphalt in Tack Coat	38	Ton	235.00	8,930.00
Asphalt Membrane	1,750	Sq. Yd.	22.34	39,095.00
Guardrail, Type 2A	4,150	Lin. Ft.	7.70	31,955.00
Guardrail, Type 3	600	Lin. Ft.	18.00	10,800.00
Guardrail Anchors, Type 1	27	Each	300.00	8,100.00
Extra for Guardrail Bridge Connections	24	Each	300.00	7,200.00
Rail End Pieces, Type C	26	Each	75.00	1,950.00

Extra for Asphalt Approaches	20 Each	300.00	$ 6,000.00
Delineators, Type 2	185 Each	19.00	3,515.00
Delineators, Type 4	15 Each	14.00	210.00
			$ 902,526.30

Anticipated Items

Permanent Pavement Striping	All Required	$ 6,000.00
Temporary Pavement Striping	All Required	1,500.00
Roadside Seeding & Mulching	All Required	1,500.00
Asphalt Cement Adjustment	All Required	40,500.00
On-the-job Trainees	All Required	800.00
		$ 50,300.00

SUBTOTAL	$ 952,826.30
Engineering	119,103.70
TOTAL	$1,071,930.00

Length of Project ------------ 6.509 mi.
Cost of Roadway Per Mile -----$164,684.28

Work Retained In Program Status
(not included in amounts below)

Permanent Signing	All Required	$ 750.00
Drainage Corrective Work	All Required	2,000.00
Guard Rail Flarework	All Required	2,500.00

Federal Funds 88.18% ----------	$ 945,227
State Funds -------------------	126,703
TOTAL	$1,071,930

Group 1	100%
Contract No.	9307
Prefix	35-1459
Prefix	35-1037

Painted Hills Rd.-Mitchell
(nonparticipating - State work)

Furnish and Installing Mailbox Posts	9	Each	25.00	$ 225.00
Emulsified Asphalt in Mixture	150	Ton	150 Ton	27,840.00
Emulsified Asphalt Maintenance Mixture	2,500	Ton	5.25	13,125.00
				$41,190.00

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-66 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON County MORROW Project Number F-76(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 26, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 24,000.00	$ 44,000.00
Federal funds	$ 21,156.00	$ 38,786.00
Other revisions		

This modification is made for the following reasons: To include approved increase for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6 th day of May, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 4, 1981

Federal Aid Project
No. F-76(3)

Bomber Range Road - Butter Creek Road Section
Lexington - Echo Highway
Morrow County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$44,000.00
	TOTAL	$44,000.00

Length of Project ---------- 9.81 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$44,000.00	$38,786.00	$5,214.00
Retain in Program	32,800.00	28,913.00	3,887.00
	$76,800.00	$67,709.00	$9,101.00

Group 1-100%
Prefix 125-1970

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-102	DEPARTMENT OF TRANSPORTATION [illegible]DERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1-26-81	State [illegible]egon County Morrow Project No. F-76(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 207, 9.9 mi. N. of Lexington, N.E. 9.81 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-6-81	9.81
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 24,000.00	FEDERAL FUNDS $ 21,156.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

By XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon January 21, 1981

Federal Aid Project
No. F-76(3)

Bomber Range Road - Butter Creek Road Section
Lexington-Echo Highway
Morrow County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$24,000.00
	TOTAL	$24,000.00

Length of Project ---------- 9.81 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$24,000.00	$21,156.00	$2,844.00
Retain in Program	19,100.00	16,836.00	2,264.00
TOTAL	$43,100.00	$37,992.00	$5,108.00

Group 1-100%
Prefix -

9307

5-6-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-88-2(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Wheeler

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10140

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-6-81

8. FEDERAL ROUTE NUMBER Primary 88

9. STATE ROUTE NUMBER Primary 41

10. GENERAL LOCATION:
Painted Hills Road - Mitchell Section

11. GENERAL DESCRIPTION OF WORK
Pavement Overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Per. & Temp. pavement striping S.F.	$7,500
Roadside seeding & mulching S.F.	$1,500
Asphalt Cement Adjustment	$40,500
On-the-job trainee	$ 800

13. REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's May 5, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,330,000, Federal Funds $1,172,800.

Asigned copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAY 21 '81
REFER TO
FOR

14. DATE 5-6-81

15. SIGNATURE OF APPROVING OFFICIAL Malach

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9307 41

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/29/81
Donald L Kraut

B111

May 28, 1981 Bid Letting ____________ All Clear Deadline

SECTION Painted Hills Road-Mitchell
Highway Ochoco
County Wheeler Region 4
Type of Work Overlay Funds FA (RRR)
State ____ Consultant ____ Plans Avail. ___Yes ___No

DSL ✓

Noise ✓

2 Exc

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☐	☒	☐	☐	☒
D.O.G.M.I.	☐	☒	☐	☐	☒
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☒	☐	☐	☐	☐
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☒

9307

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO 41

TO: Specifications Unit

DATE: April 23, 1980

FROM: Jack Sullivan Jack
Specifications Engineer

SUBJECT: State Force Work on Construction Contracts

Region 4 requested that the seal coat over the emulsified asphalt concrete pavement on Painted Hills-Mitchell Rd. Section be constructed by State Forces. This work cannot be started until 2 weeks after the pavement is completed. Region feels that contractor's forces would not be readily available to do this work; occasionally they request by price agreement that this work be done by State Forces.

J. H. Versteeg and C. T. Keasey have stated that this work remain part of the contract and not be designated as State Force work as it is a significant part of the construction. Also, there could be a conflict with Public Contract Review Board regulations concerning contracting work of this magnitude.

Therefore, as a future guideline, State Force work should only be indicated for minor work items and certainly not for any amount in excess of those stipulated in the PCRB regulations (see Section 279).

JS/db

H

Contains Recycled Materials

9307

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 16, 1981

In Reply Refer to
File No.:
PRO 6-2

TO: D.E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10140
Project No. F-88-2(7)
Painted Hills Rd.-Mitchell Sec.
Wheeler County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Divisions present intention to receive bids for this project on May 28, 1981.

Funds for this project are available from obligations released on other projects by final voucher submissions and other actions.

JLG:bkc
Attachments

cc: D.D. Allen (Region 4)
General Files

Form 734-3122

9307

41

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: April 14, 1980

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Painted Hills Road-Mitchell
Ochoco Highway
Wheeler County

This 6.33 mile project provides for widening of the existing two 11-foot travel lanes with dirt and rock shoulders to two 12-foot travel lanes and two 2-foot paved shoulders and overlaying with 4-inches of open graded emulsified asphalt. The ADT is 530.

The 6-year programmed estimate is for $1,400,000 of State funds. the present estimate, including 20% for engineering and contingencies, is $1,274,000 and is broken down into the following major items of work:

Grading	$ 30,450
Surfacing	740,250
Guardrail	95,950
Structures	36,300
Drainage	2,500
T/ P. & D. of Traffic	69,820
Other (Mobilization, E & C, etc.)	298,730
	$1,274,000

The guardrail on this project has been thoroughly reviewed (see letter of April 8, 1980, to E. S. Hunter).

It is recommended that we proceed to contract with the proposed project and any excess funds be allocated towards the "Midland-California State Line" project.

DOC:ab
cc: Fred Eriksen
Jack Sullivan

✓ Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 14 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Contains Recycled Materials
81-125-1387

9307 Form FHWA 121 (1/80)

2

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

HE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-88-2(-)
Painted Hills Road-Mitchell Section
Design Standard (Your DES 16-1)
Ochoco Highway

Date: April 8, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed your letter of February 20, 1981 regarding the design features to be incorporated into the above proposed project. We concur with your proposal to construct a reduced pavement width of 28 feet for the project. Our concurrence is based on the low traffic volumes and speed, mountainous terrain, and the lack of any identified accident locations associated with this section of the existing highway.

The six structures located within the limits of the project have horizontal clearances which exceed the approach traveled way width and the minimum width for structures to remain in place as set forth in the "Geometric Design Standards for Highway Other Than Freeways, AASHTO, 1969." The addition of guardrail at the structure approaches, as noted in Mr. Versteeg's letter, will be satisfactory to protect the bridge ends.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (J H Versteeg, Rd Design)

RECEIVED
STATE HWY ENGR
APR 9 '81
REFER TO
FOR
Info | Inves | S/D | D/R | Sign | Act | File

9307

2

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 20, 1980

DES 16-1

REFER TO

Mr. Ernest J. Valach
Acting Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attn: Glenn K. Hossner

Dear Sir:

Painted Hills Road-Mitchell Section
Ochoco Highway
Wheeler County

The purpose of this FAP project is to extend the service life, restore the pavement section and skid reisistance with a 4-inch Class "B" asphaltic concrete overlay. Pavement widening to provide for 12-foot travel lanes and a minimum of 2 feet of shoulder width will be included. This section is 6.33 miles in length and has a daily traffic count varying from 540 to 700.

The horizontal alignment has a maximum curvature of 6°. The vertical alignment has a maximum gradient of 3.6 percent. The existing pavement is 22 feet wide with dirt and rock shoulders. The existing shoulder materials, with the addition of some aggregates, will be mixed with cement to provide a suitable base for the pavement widening. The widening can be accomplished without requiring significant regrading. A short section of embankment widening will be required.

There are six reinforced concrete bridges within the project limits. Five have 26-foot roadways; one has a 29-foot roadway. Since all the structures are wider than the approach roadway, they are considered to be adequate. All have been examined and found to be in satisfactory condition. The structure decks are presently covered with 2 to 4 inches of bituminous surfacing which will be removed and replaced with an asphalt membrane and 1 1/2 inches of asphaltic concrete.

There is no guardrail on this section at present. Guardrail will be installed at the structure approaches and at two "high fill on curve" locations. Guardrail flares will be 4 feet.

This letter is submitted as documentation on the exception to minimum design criteria as set forth in the "Geometric Design Standards for Highways Other Than Freeways, AASHTO, 1969".

This project is presently scheduled for the September 24, 1981 contract letting.

Very truly yours,

J. H. Versteeg
Road Design Engineer
ORIGINAL SIGNED
By DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

bc H. S. Coulter
E. S. Hunter
D. H. Moehring
F. E. Terpin
Dale Allen
Fred Eriksen

FE:ja

1981 W. Fork Dairy Ck.-Tillamook Junct. Sec. of the Sunset Hwy. 9308
(Paving)

9308

February 15, 1983

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

CON 5
#9308

Gentlemen or Ladies:

On December 8, 1982, we wrote to you concerning release of final payment on Contract No. 9308 awarded to Cascade Construction Company, Inc., for paving on the West Fork Dairy Creek-Tillamook Junction Section of the Sunset Highway in Washington County.

The total contract amount is $965,758.20. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Don Reger & Company, Inc.
200 S.W. Market Street, Suite 210
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9308 1-24-83

nig cc: OS. (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 1-24-83	REPORT MADE BY W. M. Herron, Engineer Trainee, for Thomas P. Lowe, Area Engr		PROJECT NO. F-27-2(9)
COMPLETION DATE 9-25-81	ACCEPTANCE DATE BY CONTRACT AGENCY 12-3-82	TIME ELAPSED 102/150 = 68%	CONTRACT TIME 150 CD
APPROVED EXTENSIONS --	LOCATION W. Fork Dairy Creek - Tillamook Junction		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

W. FORK DAIRY CREEK - TILLAMOOK JUNCTION
SUNSET HIGHWAY
Paving

The completed asphaltic concrete overlay (3 inches plus leveling) and left-turn bays at major intersections project was reviewed in the field.

Contract time was completed within the allowable time.

The final estimated cost of $1,037,000 underran the original authorization of $1,200,000 by 14 percent.

There were no significant materials problems noted, with one exception: There was no documentation as to the source or supplier of the concrete used in the Type "C" curb (285 linear feet).

The contract work was performed in accordance with the contract requirements.

--- WMH ---

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 8 '83
REFER TO Keaney
FOR
Info
Inves
R/D
D/R
Sign
Act
File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed by [illegible] Thomas P. Lowe	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer Glenn K. Hossner
TITLE Area Engineer	DATE 1-24-83
TITLE Field Operations Engineer	DATE 2/2/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9308 1-3-83 file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co., Inc. No. 9308	W. Fork Dairy Cr.-Tillamook Jct. Washington County	December 3, 1982
Nelson-Deppe, Inc. No. 9302	Austin Jct. Project Grant County	December 3, 1982
Ontario Asphalt Paving Co. No. 9265	Central Ore. Hwy. @ Succor Cr. Hwy. (Nyssa) Malheur County	December 7, 1982
Ajax Elec. Co., Inc. No. 9409	Pac. Hwy. W. @ SW 78th Ave. (Tigard) Washington County	December 7, 1982
Eucon Corp. of Idaho No. 9434	Juniper Canyon Rd.-Lexington/Echo Hwy. Morrow County	December 8, 1982
Hamilton Electric, Inc. No. 9336	Center St. @ Lancaster Dr. (Salem) & Lancaster Dr. @ Market St. (Salem) Marion County	December 8, 1982
Bracelin-Yeager Excavating No. 9261	Powers Wayside Coos County	December 8, 1982
JAL Construction, Inc. No. 9479	Ochoco Cr.-Barnes Butte Rd. Crook County	December 10, 1982
Suomi Enterprises, Inc. No. 9425	Baldock Safety Rest Area Clackamas County	December 17, 1982
Select Contractors, Inc. No. 9473	Region 3 (6 cities Pavement Marking Project) Douglas & Jackson Counties	December 17, 1982
Howard Logsdon Logging No. 9478	Ukiah Rock Production Umatilla County	December 17, 1982

Contractor and Contract No.	Section and County	Acceptance Date
R.J. Taggard Const., Inc. No. 9471	Canyonville Rock Production Douglas County	December 17, 1982
Kniestadt & Sons No. 9433	Blackhorse Cr. (Lexington) Br. Morrow County	December 20, 1982
R. A. Hatch Co. No. 9355	NE 112th Ave.-NE 148th Ave. Multnomah County	December 20, 1982
Swanston Equipment Co. No. 9426	Col. Co. Pavement Marking #2 Columbia County	December 22, 1982
Angell Asphalt & Aggregate, Inc. No. 9370	Reedsport-Dean Creek Douglas County	December 22, 1982
Select Contractors, Inc. No. 9428	Marion Co. Pavement Marking #2 Marion County	December 22, 1982
Eugene Sand & Gravel,Inc. No. 9475	Poterf Cr.-Poodle Cr. Lane County	December 22, 1982
Bayview Transit Mix,Inc. No. 9494	19th St.-Astor Column (Astoria) Clatsop County	December 23, 1982
Morse Bros., Inc. No. 9411	SPRR X'ing.-Lebanon Ditch Linn County	December 23, 1982
H2O Blasters, Inc./H2O Contractors, Inc. No. 9463	Willamette River (Oregon City Arch) Bridge Clackamas County	December 28, 1982
A & R Const., Inc. dba Laco Const. Co. No. 9398	Willow Creek Bridges Malheur County	December 28, 1982
Hyland Bros. Const., Inc. No. 9417	Springfield Downtown Transit Station Lane County	December 29, 1982
Hamilton Electric, Inc. No. 9129	Division St. NE-Trade St. SE (Salem) Marion County	December 29, 1982
Halcyon Painting No. 9496	SPRR O'Xing (Albany) Linn County	December 29, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats, Inc. No. 9325	NW 2nd St.-Old Oregon Trail Hwy. Malheur County	December 30, 1982
Sims Electric, Inc. No. 9408	E. 1st St. @ E. Revere St. (Bend) Deschutes County	December 30, 1982

January 3, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9308 9-3-81 L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-27-2(9)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10150

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/14/81
8. FEDERAL ROUTE NUMBER Primary 27
9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
West Fork Dairy Creek - Tillamook Junction

11. GENERAL DESCRIPTION OF WORK
Furnish and install bike route signing, pavement stencils and striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 8/14/81 as requested in Mr. Keasey's letter of 8/25/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $3,500 Federal Funds $3,086.

RECEIVED
STATE HWY
SEP 8 '81
REFER TO

14. DATE 9/3/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1-56

L.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION W. Fork Dairy Creek - Tillamook Jct.	WEEK ENDING Dec 19, 1981 SECTION PREFIX 34-1056
	HIGHWAY Sunset	COUNTY Washington
NAME OF JOB W. Fork Dairy Creek	KIND OF WORK Paving	
CONTRACTOR Cascade Const. Co. Inc.	CONTRACT NUMBER 9308	FEDERAL AID PROJECT NUMBER F-27-2(9)
DATE OF CONTRACT June 1, 1981	DATE WORK STARTED 6-11-81	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 150	WORK DAYS USED CALENDAR DAYS USED 102
PROJECT AUTHORIZATION: $ 1,207,536.75	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 68
EXCLUSIVE OF ENGINEERING: $ 1,121,667.47	ENGINEERING AUTHORIZATION $ 85,869.28	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99.67
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 988,213.23	ENGINEERING COST TO DATE $ 40200	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 84.9
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 11.9 %	PERCENT OF AUTHORIZATION 46.82 %	DATE PROJECT WAS COMPLETED: Sept 25, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	0				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.1				7.7
MILES PARTIALLY COMPLETED	1.1				7.7
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5970				34,550
TOTAL QUANTITIES CORRECTED TO DATE	5970				34,550
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5500				34,329
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	No Time charged			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

ASHE K
RECEIVED
Don
DEC 22 1981
CONSTRUCTION

GENERAL DESCRIPTION OF ACTI ES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project was completed on Sept 25 , 1981 ,
and semi-final was completed on Dec 17 1981
and sent in making this the last weekly report.

Construction
Region
File
FHWA

SIGNED J. W. Cockell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9308

L.

HUFFMAN AND ZENGER
ATTORNEYS AT LAW
106 EAST MAIN STREET
POST OFFICE BOX 487
HILLSBORO, OREGON 97123

THOMAS A. HUFFMAN
H. KENNETH ZENGER
ANDREW M. RICH

TELEPHONE
(503) 648-3193

August 25, 1981

State of Oregon
Highway Department
Salem, Oregon 97310

Gentlemen:

I represent Thomas A. Hills who is the owner and operator of an Arco service station located on the south side of Highway 26 (Sunset Highway) near milepost 39 or 40 in Washington County, Oregon. Mr. Hills advises me that your department through a series of subcontractors has been involved in a curbing and paving project in the area of his service station whereby you have severely limited his access to the extent that his station is nearly inaccessible to his customers. Mr. Hills has received assurances from your subcontractors as to completion dates of the project, but to date the condition described continues.

In view of the foregoing and the fact that Mr. Hills' business has been adversely affected for the past two weeks, I request that you investigate and resolve this matter without further delay so that Mr. Hills can resume normal operation of his service station. Naturally, he reserves the right to recover from appropriate parties such damages as he has already sustained by reason of the interruption and interference with his normal business operations. I would appreciate having you advise me of your course of action in response to this letter. Thank you for your cooperation and assistance.

Very truly yours,

H Kenneth Zenger

HKZ:ds

cc: Mr. Thomas A. Hills

AUG 26 '81
REFER TO
[illegible]

Info | File

Speedi-Ko [illegible] PRINTING COMPANY
(503) [illegible] SALEM / [illegible] PORTLAND, OR USA

GENERAL DAILY PROGRESS REPORT

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT NAME Wfork Dairy Cr. - Tillamook Sct.	HIGHWAY Sunset

CONT. NO. 9308	F.A. NO.	PREFIX 34-1056	SHIFT Day	DAY OF WEEK Tues	DATE 8-25-81

CONTRACTOR AND/OR SUBCONTRACTOR Cascade Const. Co.	☑ FAIR ☑ CLDY	☐ RAIN ☐ WIND	LOW TEMP 65	HIGH TEMP. 80

PERSONNEL AND MAJOR EQUIPMENT / LOCATION OF WORK	HOURS	SUPERVISION	OPERATORS	TRUCK DRIVERS	LABOR	TRAINEE			BACK HOE	BLADE	COMPRESSOR	CRANE	DISTRIBUTOR	DOZER	LOADER	~~PAVER~~ Drag Box	ROLLER	SCRAPER	TRUCK					
Patching	7	1	1	3	4											1	1		3					

LOCATION and/or DESCRIPTION OF WORK		ESTIMATED QUANTITIES ITEM NO.	THIS DATE	TOTAL

REMARKS — Condition of traffic control and roadway; important discussions with contractor; rejected work or materials and reasons; delays, difficulties, accidents, utility damages and other unusual conditions or events; arrivals and departures of major equipment; visitors; etc.

Patching in front of barrier curb in "B" Unit
(extra work)

Patching [illegible] Unit.

PREPARED BY

9308

STATE COPY

2.

TO BE COMPLETED BY FHWA 6-114	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 6 10-81	STATE Oregon
		COUNTY Washington
		PROJECT NO. F-27-2(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

W. Fork Dairy Cr.-Tillamook Jct.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-8-61	6.673

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 1,202,811.00	FEDERAL FUNDS $ 1,060,638.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator 6-10 81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 4, 1981

Federal Aid Project
No. F-27-2 (9)

W. Fork Dairy Cr. - Tillamook Jct. Section
Sunset Highway in Washington County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 646+66 to Sta. 806+00 and Sta. 820+00 to Sta. 999+00)

Furnishing Field Laboratory	1	Each	1.00	$ 1.00
Mobilization	All	Required		10,743.00
Temporary Protection and Direction of Traffic	All	Required		5,196.00
Temporary Signs	670	Sq. Ft.	6.10	4,087.00
Temporary Barricades	6	Each	134.00	804.00
Temporary Plastic Safety Markers	14	Each	76.00	1,064.00
Temporary Delineators	30	Each	16.00	480.00
Flagmen	1,400	Hour	22.45	31,430.00
Pilot Car	350	Hour	1.00	350.00
Cleaning and Grubbing	All	Required		1,757.00
Removal of Structures and Obstructions	All	Required		672.00
Embankment in Place	5,970	Cu. Yd.	6.30	37,611.00
Finishing Roadbed and Slopes	All	Required		3,400.00
Watering	220	M. Gal.	14.80	3,256.00
Aggregate Shoulders	10,100	Ton	6.74	68,074.00
Cement Treated Base	7,100	Sq. Yd.	2.16	15,336.00
Cement for Treated Base	290	Ton	75.10	21,779.00
Asphalt in Chip Seal	7	Ton	300.00	2,100.00
Aggregate in Chip Seal	40	Cu. Yd.	44.00	1,760.00
Class "B" Asphalt Concrete Mixture	34,550	Ton	12.64	436,712.00
Asphalt Cement in Mixture	1,950	Ton	165.00	321,750.00
Asphalt in Tack Coat	65	Ton	262.00	17,030.00
18-inch Culvert Pipe	18	Lin. Ft.	25.00	450.00
Guard Rail, Type 2A	388	Lin. Ft.	14.00	5,432.00
Guard Rail, Type 3	200	Lin. Ft.	27.00	5,400.00
Guard Rail Anchors, Type 1	5	Each	300.00	1,500.00
Extra For Guard Rail Bridge Connections	8	Each	400.00	3,200.00
Rail End Pieces, Type B	4	Each	40.00	160.00
Rail End Pieces, Type C	4	Each	100.00	400.00
Extra for Asphalt Approaches	6	Each	567.00	3,402.00
Roadside Seeding and Mulching	1	Acre	960.00	960.00
Delineators, Type 2	54	Each	25.00	1,350.00
Delineators, Type 3	24	Each	30.00	720.00
				$1,008,366.00

Anticipated Items			
Permanent Pavement Striping	All Required		$ 5,800.00
Temporary Pavement Striping	All Required		3,000.00
Temporary Erosion Contral	All Required		200.00
Asphalt Cement Adjustment	All Required		51,000.00
On-the-Job Trainees	1 Only	800.00	800.00
			$ 60,800.00
	Subtotal		$1,069,166.00
	Engineering		133,645.00
	Total		$1,202,811.00

Length of Roadway	Total	6.673 miles
	Work Area	6.408 miles
Cost of Roadway	Per Mile	$187,704.58

Work Retained in Program Status (not included in amounts below)		
Permanent Signing	All Required	$ 3,000.00

Federal Funds	$1,060,638
State Funds	142,173
	$1,202,811

Group 1 100%
Contract No. 9308
Prefix 34-1407
Prefix 34-1056

W. Fork Dairy Cr. - Tillamook Jct. Section
Nonparticipating State Work

State Responsibility for Damages	All Required	$	1,000.00
Adjust Mailboxes	All Required		200.00

9308

4.7

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
2363A

May 28, 1981

Dale Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, OR 97301

NOTED
E. S. HUNTER

Davies Overcrossing of SPRR
W. Fork Dairy Creek-Tillamook Junction
Sunset Highway
Washington County
BR 2363A

Enclosed are two reduced prints of Drawings 36038 and 36039 which are the preliminary plan and elevation and clearance diagrams for this structure. A copy of the Foundation Report will be sent to you when it becomes available.

The existing structure is widened equally on both sides to 40'-0" to match the existing paved roadway width. Type "G" concrete railing is proposed for both sides. These proposals should eliminate the high hazard situation at this location.

The proposed prestressed beam spans for widening this structure are the least expensive alternate for this site as this will require very little falsework. Stage construction is required to maintain two lanes of traffic across the structure.

The estimated structure cost only, based on approximate quantities, is $747,000 with an allowance for engineering and contingencies.

RECEIVED
TECHNICAL SERVICES
MAY 28 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Ret	File

Form 734-3122

We request your approval of our preliminary plan and your concurrence that this project is eligible for FA and HES funding.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Assistant Bridge Engineer

Enclosures

cc: E. S. Hunter
D. H. Moehring
Bud Mann /w/ 1 set encls.
E. L. Hardt /w/ 1 set encls.
R. N. Bothman /w/ 1 set encls.
Gary Potter /w/ 1 set encls.

NOTE: Please refer to FHWA letter of May 1, 1981, and ODOT letter of May 14, 1981.

9308

NOTED
H. S. COULTER

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE [illegible]
Equal Opportunity Employer

May 12, 1981

RECEIVED
STATE HWY ENGR
MAY 14 '81
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

He has a point
R

cy 5-14-81

OSHD
James Cochell, Res. Eng.
2131 S. W. Scholls Ferry Road
Portland, Oregon 97221

RE: W. Fork Dairy Creek -
Tillamook Jct. Project

Dear Sir:

We note the following wording on Page 15 of the Supplemental Specifications attached:

Should a noise impact complaint . . . -- Scheduling construction operations near the middle of the day.

Please clarify during what period of time is covered by the middle of the day. My gut feel is from 7 or 8 A.M. until 6 P.M. JSC

EPA and DEQ have regulations for noise which are not based upon complaints received but on the ability of the machinery manufacturers to conform to the regulations. Admittedly construction is noisier than other activities, but most agencies recognize this and allow construction during normal working hours.

There is some confusion the way the restriction is written as to whether it applies to the quarry only or to the whole project.

A similar specification has appeared on other contracts. It is disappointing to discover that during this time of money restraint an indefinite wording like this would appear in an OSHD specification. If I interpret this correctly, when you receive a noise complaint; spoken or written, legitimate or spurious, you must then restrict construction operations to the middle of the day. May your wisdom be great and your convictions very strong, because that is going to be a very tough decision to make.

RECEIVED
TECHNICAL SERVICES
MAY 15 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

5-18-81
cc Sullivan
Potter
Pls revise
Spec. to solve the
problem. Ed.

The other requirements of this section are very reasonable.

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George

George R. Morton
Chairman Environment Committee
Asphalt Paving Association of Oregon

GRM:mk

cc: Scott Coulter, OSHD
Mike Huddleston, APA

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

4. No blasting operations shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the engineer.

5. Rock crushing or screening operations performed within 3,000 feet of an occupied dwelling shall block the direct view of the affected dwelling units through the strategic placement of material stockpiles or as directed by the engineer.

Should a noise impact complaint occur during the construction of the project, additional mitigating measures may be required. These may include:

-- Locating stationary construction equipment as far from nearby noise sensitive properties as possible.

-- Shutting off idling equipment.

-- Scheduling construction operations near the middle of the day.

-- Notifying nearby residents whenever extremely noisy work will be occurring.

-- Placing permanent or portable acoustic barriers around stationary construction noise sources.

108.05 Character of Workmen and Equipment - Delete the third paragraph of this subsection of the Standard Specifications and substitute the following:

Any person employed on the project by the contractor or any of his subcontractors who, in the opinion of the engineer, does not perform his work in a proper and skillful manner or is intemperate or disorderly shall, at the written request of the engineer, be removed forthwith by his employer, and shall not be again employed on the project without the approval of the engineer.

108.08 Contract Time for Completion of Work - The work to be done under the contract shall be completed before the elapse of 150 calendar days.

9308 5-8-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-27-2(9)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10150

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-8-81

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
West Fork Dairy Creek - Tillamook Junction Section

11. GENERAL DESCRIPTION OF WORK
Pavement Overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Perm. & Temp. Pavement Striping SF	$8,800
Temporary Erosion Control	$ 200
Asphalt Cement Adjustment	$51,000
On-the-job Trainee	$ 800

13. REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's May 7, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,878,300, Federal Funds $1,656,280.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAY 21 '81
REFER TO
Planning

14. DATE 5-8-81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9308

47

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/29/81

Donald L Daut

May 28
~~July 23~~, 1981 Bid Letting ____________ All Clear Deadline

SECTION W. Fork Dairy Cr.-Tillamook Jct.
Highway Sunset
County Washington Region 2
Type of Work Overlay Funds FA
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

Paul

~~Noise~~

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☐	☒	☐	☐	☒
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☒	☐	☐	☒

9308

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

April 27, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10150
Project No. F-27-2(9)
W. Fork Dairy Cr.-Tillamook Jct. Sec.
Washington County

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on May 28, 1981.

Funds for this project are available from obligations released on other projects by final voucher submissions and other actions.

JLG:bkc
Attachments

cc: R.N. Bothman (Metro)
Judy Smith (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
General Files

Form 734-3122

7308

47N

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: April ~~21~~ 23, 1981

File No: 34-1407

TO: W. W. Geibel
District Engineer

FROM: D. R. Adams
Project Development Manager

SUBJECT: West Fork Dairy Creek to Tillamook Junction Section
Sunset Highway
Washington County

I discussed project priorities with Ed Hardt and he has asked that the Rainier Slide project be financed by reassignment of funds from this project.

I've attached a copy of the paving plans for the subject section as requested by Ed Hardt. These are the only plans we have so we will need to have them returned.

After you have reviewed the plans to determine which end of the project should be cut back, we will work with the Salem office to reduce the limits of this project. Funds will be transferred over to the Rainier Slide project in the amount of $350,000 for construction, right-of-way and preliminary engineering.

In the meantime, by copy of this letter, I am requesting our Program Management Section to delay further programming of the project until the new limits have been established.

DRA:PE
Attachment

xc: Dave Moehring
Ed Hunter
Hal Versteeg
Ed Hardt

1 Versteeg ✓
Anderson
2 Christensen NEM
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 22 1981
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring
Action

REFERRED TO
Board
Stoudenmeyer
✓ Cole
Mann
Watson
Eriksen
Leu
Hager
Dorn
[✓ Return] [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

Discussed with Don Adams.
He will seek to expedite the
determination of where to cut the project.
NEM 4/23/81

9308

STATE OF OREG[illegible]

INTE[illegible]OFFICE MEMO

TO: MEMO TO THE FILE
ORIGINAL SIGNED BY
EDWARD L HARDT

DATE: April 23, 1981

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: RAINIER SLIDE
MP 45.7
LOWER COLUMBIA RIVER HIGHWAY

RECEIVED
STATE HWY ENGR.
APR 24 '81
REFER TO
FOR
Info Inver R/D D/R Sign Act File

L

Copy
#9598

I received a call on April 22 from Betty Vilhauer, Mayor of Rainier, regarding the Rainier slide. She told me that she gets calls and complaints daily from the citizens and also wanted to make sure that I had heard that the residence located directly below the slide recently had its waterline broken, presumably because of the slide. Bill Geibel had reported to me earlier about the broken waterline, about the fact that the slide was again moving, and that the quantities of asphalt material placed to keep the highway to grade were: 1978-304 tons, 1979-166 tons, 1980-739 tons, and 1981 to date-326 tons. He also let me know that State Representative Caroline Magruder was very interested in the Highway Division doing something about the problem. Ms. Vilhauer inquired as to the status of any remedial work that we might have in mind.

I told her that there was no new money available for such a project but that we had been offered the alternative of sacrificing a portion of another project in order to come up with money for the slide work. I told her that Bill Geibel had made a decision that he would give up a portion of an overlay project on the Sunset Highway in order to develop a slide correction project for her city. The intent is to find that money by cutting back the W. Fork Dairy Creek-Tillamook Jct. overlay which is scheduled for July 23. I had previously discussed this concept with Don Adams and we had agreed that we would proceed that way.

Ms. Vilhauer asked if there was anything that she could do to advance the project. I told her at the present time that if we could get the concept approved of transferring dollars from the overlay project to the slide correction project that it was then just a matter of developing the project, preparing plans and specs, and awarding the contract and that this would take at least six months. She asked me to keep her advised if there were any problems with the development of the project so that she could exert whatever pressure was needed in order to bring it along. This memo is to confirm my conversation with Don Adams that Metro will be submitting a request for a project, based on the funding mentioned above, in order to get the work started. Ms. Vilhauer's telephone number is 556-4561 and she should be kept advised if there are any problems with the progress of the project.

ELH/cp
cc H. S. Coulter   R. N. Bothman   Clarence Eshelman
D. H. Moehring   Bill Geibel

9308

2

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: April 21, 1981

File No: 34-1407

TO: (W. W. Geibel)
(District Engineer)

FROM: (D. R. Adams) D R Adams
(Project Development Manager)

SUBJECT: (West Fork Dairy Creek to Tillamook Junction Section)
(Sunset Highway)
(Washington County)

[illegible]

I discussed project priorities with Ed Hardt and he has asked that the Rainier Slide project be financed by reassignment of funds from this project.

I've attached a copy of the paving plans for the subject section as requested by Ed Hardt. These are the only plans we have so we will need to have them returned.

After you have reviewed the plans to determine which end of the project should be cut back, we will work with the Salem office to reduce the limits of this project. Funds will be transferred over to the Rainier Slide project in the amount of $350,000 for construction, right-of-way and preliminary engineering.

In the meantime, by copy of this letter, I am requesting our Program Management Section to delay further programming of the project until the new limits have been established.

DRA:PE
Attachment

xc: Dave Moehring
Ed Hunter
Hal Versteeg
Ed Hardt

4-23-81

Discussed with Adams today. Ask him to get the Rainier Slide field work in to Salem as soon as possible. Also advised him that the Dairy Cr. job should go at the May letting and it will be the full job as shown on the preliminary plans. Moehring is to handle adding Rainier Slide to the program.
E.H.

Versteeg
cc Coulter
Ed Hardt
Adams
[illegible]

RECEIVED
TECHNICAL SERVICES
APR 22 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9308

L

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: April 21, 1981

File No: 34-1407

TO: W. W. Geibel
District Engineer

FROM: D. R. Adams
Project Development Manager

NOTED
H. S. COULTER

SUBJECT: West Fork Dairy Creek to Tillamook Junction Section
Sunset Highway
Washington County

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DRA:PE
Attachment

xc: Dave Moehring
Ed Hunter
Hal Versteeg
Ed Hardt

RECEIVED
STATE HWY ENGR
APR 23 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Scott

Discussed with Ed Hardt. 4-23-81.
He will send in a project request on the slide.

I would suggest the slide correction be done from project "underruns" rather than butchering the Sunset overlay which will probably go to contract in May.

I agree
JSC

Pitch for Rainier Slide needs to stand on its own merits

9308

PRO [illegible]

47

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

TO: D. H. Moehring
Assistant State Highway Engineer

DATE: August 26, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Project
Title II Hazard Elimination Program
Davies Overcrossing Section
Sunset Highway
Washington County

copy #9455

Attached is programming data for a proposed project at the subject location.

This project was to have been a part of the West Fork Dairy Creek-Tillamook Junction Section listed in the 6-year program. The larger project has been delayed due to lack of State funds so the decision was made to proceed with just the Davies Overcrossing work as a separate project.

By computation the section of highway containing this project would rank 190 on the Rural Project Priority List submitted to the Federal Highway Administration. The proposed work has a favorable benefit/cost ratio and was approved by the State Highway Engineer under delegated authority on August 20, 1980.

Please program the project with the Federal Highway Administration and update the PMS. Suggested bid open date is June 1981.

L. E. George
Traffic Engineer

RHB:sh
Attachment

cc: F. E. Terpin
G. A. Potter
E. L. Hardt ✓
Jon Rose

Contains
Recycled
Material

9308

N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16-1

47

TO: MEMO TO THE FILES

DATE: June 18, 1980

FROM: R. H. Whitby

SUBJECT: "Luck Quarry Site"
Prospective Material Source and Borrow Site
W. Fork Dairy Creek-Tillamook Junction
Sunset Highway
Washington County
Prefix 34-1407

Marion Craft contacted me this date by phone and informed us that:

> It shall be the Contractor's responsibility to install a temporary bridge across the E. Fork Dairy Creek (access to "Luck" Quarry). The Contractor shall obtain all necessary permits required from DEQ, Fish and Game, Coast Guard, et cetera. The Contractor shall also remove the temporary bridge upon completion of the contract.
>
> It shall be the Contractor's responsibility to make all necessary arrangements or agreements with Washington and/or Clackamas Counties before hauling on County roads (load limits, temporary signs and flagmen, restoration of driving surface, et cetera).

RHW:ja

cc Don Trout
    Jack Sullivan
    Ed Hardt

Versteeg ✓
Anderson
Don
Copy
Copy

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JUN 18 1980
ROAD DESIGN
SECTION

Do Not File
Return To
Bring up
Action

81-125-1387

9308

47

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: June 5, 1980

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: W. Fork Dairy Creek-Tillamook Jct.
Sunset Highway
Washington County

The subject project is listed in the approved Six Year Highway Improvement Program as a 10.9 mile overlay project for $2,200,000 of State funds.

The 10.9 mile project developed in the field exceeded the authorized funding and was cut back to 6.7 miles and submitted at an estimated cost of $2,149,000. The submitted overlay project proposed the addition of a left turn refuge at MP 52.62 and a continuous left turn lane from MP 46.7 to MP 48.1.

As standard practice on all projects, the Traffic Section was requested to analyze the proposed project from a safety standpoint and recommend justified improvements to reduce accidents. As a result of their review the following safety work in addition to guardrail, is being included in the contract plans:

1. Improvements to Davies Overcrossing structure to lessen and/or eliminate accidents, by improving approach guardrails and minor realignment of the connection to Highway 102.

2. Construction of left turn refuges at MP 52.62, MP 46.79, and MP 47.46.

The cost of the above safety improvements is $243,000. The resulting total cost of the project including the safety improvements is estimated at approximately $2,361,000, including engineering and contingencies. This estimate does not include asphalt or fuel oil escalation costs.

Please take necessary action to program this as an overlay-safety project for approximately $2,361,000.

DOC:ab
cc: E. S. Hunter
D. H. Moehring
E. L. Hardt
D. Adams
J. Sullivan
W. E. Cole

✓ Versteeg ✓
Anderson
Christensen
✓ Olson
Sullivan
Terpin
Trout
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STATE OF OREGON

TEROFFICE MEMO

2

TO: MEMO TO THE FILES

DATE: June 5, 1980

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: W. Fork Dairy Creek-Tillamook Jct.
Sunset Highway
Washington County

NOTED
E. S. HUNTER

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Please take necessary action to program this as an overlay-safety project for approximately $2,361,000.

DOC:ab
cc: E. S. Hunter
D. H. Moehring
E. L. Hardt
D. Adams
J. Sullivan
W. E. Cole

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47

STATE OF OREGON

INTEROFFICE MEMO

TO: E. L. Hardt
Region I Engineer

DATE: May 27, 1980

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Proposed Temporary Protection and Direction of Traffic

W. Fork Dairy Creek-Tillamook Junction
Sunset Highway
Washington County

Attached find three copies of the proposed temporary protective measures on the above named project. They were not completed in time to be included with the preliminary distribution of the project plans.

Please have your appropriate personnel review these and submit any proposed revisions to this office by July 1, 1980 for inclusion in the project.

WGB:ab
Attachments
cc: W. G. Beard
W. E. Cole

9308

TRA 7

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic 378-6537

TO: D. O. Christensen
Final Design Engineer
ATTN: Bob Whitby
DATE: May 6, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Strossel Railroad U-Crossing-Tillamook Junction Section
Sunset Highway No. 47
M.P. 46.30 to M.P. 53.00

As requested, we have once again looked into the need of providing left-turn refuges at two sites within the subject project: Engineer's Station 721 to 723 and Engineer's Station 732 to 736.

As indicated in our original letter regarding the safety review of this project, the accident rate on this section of highway is slightly above the statewide rate. However, the accident characteristics were such that a continuous left-turn refuge throughout the section was not advisable. Following an April 25 meeting between our staff and Region I, we notified you that the concensus of opinion was to include two short two-way left-turn lanes in the project; one beginning at M.P. 47.71 (Engineer's Station 721) and one beginning at M.P. 47.94 (Engineer's Station 732).

Based on the anticipated construction cost of these two refuges and the anticipated savings due to accident reductions, these two improvements cannot be economically justified.

L E George

L. E. George
Traffic Engineer

5/9/80 Discussed with Ed Hardt Agreed to Leave these two out. Doc

DRW:jrb

cc: W. W. Geibel
R. Failmezger
E. L. Hardt

REFERRED TO
Beard Stoudenmeyer
✓ Cole Irwin
Eriksen Watson
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[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Vorsteeg
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TRA 7

INTEROFFICE MEMO

STATE OF OREGON
Highway - Traffic 378-6537

TO: D. O. Christensen
Final Design Engineer

ATTN: Bob Whitby

DATE: April 29, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Strassal Railroad Undercrossing -
Tillamook Junction
Sunset Highway No. 47
M.P. 46.30 to M.P. 53.00

In an April 15, 1980, letter, we listed our recommended safety improvements to be incorporated into the subject project. Subsequent to that letter, staff members held a meeting with Ron Failmezger and Bill Geibel on location in Manning.

As a result of that meeting, the following safety improvements are recommended to be included in the subject project:

1. A left-turn refuge should be constructed at the main entrance to our Maintenance Station at M.P. 46.79.
2. A left-turn refuge should be constructed at the offset Pihl Road-Haywood Road intersection, M.P. 47.46 and M.P. 47.49.
3. A left-turn refuge should be installed for the cluster of businesses between M.P. 47.71 and M.P. 47.78.
4. A left-turn refuge should be installed for the cluster of businesses between M.P. 47.94 and M.P. 48.01.

These improvements are in addition to those mentioned in our April 15, 1980, letter.

REFERRED TO
Beard Stoudenmeyer
Cole WEE Mann
Eriksen Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

L. E. George
Traffic Engineer

DRW:jrb

cc: W. W. Geibel
R. Failmezger

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TRA 3-5

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. O. Christensen
Final Design Engineer

ATTN: Robert Whitby

DATE: April ~~15~~ 17, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Accident History on Overlays
Strassal Railroad Undercrossing-Tillamook Junction
Sunset Highway No. 47
Washington County
M.P. 46.30 to M.P. 53.00

As requested in your letter received April 4, 1980, we have reviewed the accident history for the subject section.

Our investigation revealed that two locations within the section have experienced repeated accidents. One of the locations is the Davies Overcrossing, a long 26-foot wide structure with a tangent section to the east and a curve and the junction of Highway 102 off the west end. There have been 14 accidents on the structure from 1974 through 1978. Two of those were fatal accidents with three persons killed; there were also two fatals in 1979. The Traffic Section is in the process of conducting an in-depth study at this location to determine the primary cause of these accidents. When the study is complete, we will request Title II funding to correct the situation.

The other area of recurring accidents is at M.P. 52.62 where the highway intersects a county road. There have been nine accidents at this intersection from 1974 through 1978, of which two in 1978 were fatals. We feel it would be beneficial to construct a left-turn refuge at this location if funds are available.

Special attention was given to that part of the section between M.P. 46.7 and M.P. 48.1 with respect to constructing a continuous left-turn lane. The accident data and roadside culture do not substantiate the need for such a lane. Due to the rural nature of the area, it is felt that a left-turn lane could cause as many accidents as it would prevent from motorists using the lane for passing.

The 1978 accident rate for the section was 1.46 compared to the statewide rate of 1.39 for similar facilities.

4/17/80
Discussed with the Craft this date and
send him a copy of this letter.
They will get with Traffic if they disagree. will ask Traffic to
on the 4 R and if any changes will document. DOC

L. E. George

L. E. George
Traffic Engineer

DN:jrb

cc: George Wills

Versteeg
Anderson
✓ Christensen DOC
Olson
Sullivan
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REFERRED TO
Beard Stoudenmeyer
✓ Cole REG Mann
Eriksen Watson
Hager Dorn Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1981 Oswego Hwy. @ Cedaroak Dr. 9309
& Hidden Springs Rd. (West Linn)
Secs. (Grad., pav. & signals)

cda 7124 3-19-80

7424 2-4-81

HIGHWAY DIVISION INVOICE

INVOICE NUMBER	138620
DATE	2/2/84
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 2486

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

NEW

CODE WESTLIN

CITY OF WEST LINN
CITY HALL
WEST LINN OR 97068

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	351	01			1,680.34
203-8202	296	00	000		1,680.34
203-8202	299	00	000		(1,680.34)

DESCRIPTION	TOTAL PRICE
TRAFFIC SIGNAL AGREEMENT ORE 43 @ CEDAR OAKS DRIVE OSWEGO HIGHWAY NO 3 CITY OF WEST LINN AGREEMENT #7424 CONTRACT 9309	
PAYMENTS TO CONTRACTOR	40,446.50
SFO #1 PAVEMENT STRIPING	459.62
CONTROLLER TESTING	1,350.00
CONSTRUCTION ENGINEERING	7,104.56
TOTAL PROJECT COSTS *	49,360.68
LESS: STATE SHARE (50%)	(24,680.34)
CITY OF WEST LINN SHARE	24,680.34
LESS: ADVANCE DEPOSIT	(23,000.00)
ADDITIONAL AMOUNT DUE	1,680.34

1X9565(10)

Non-Fed. Aid
Portion
City involvement

110.00 ACCT. FINAL
IF YOU [illegible]

ROSALYN WICKHAM 378-5034

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
FEB 07 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

9309

HIGHWAY DIVISION
INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	138619
DATE	2/2/84
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 2487

NEW CODE BROCKAM

- BROCKAMP JAEGER WEST
- 15796 S BOARDWALK
- OREGON CITY OR 97045

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	351	01			19,009.66
3-8284	296	00	000		2,238.34
203-8203	296	00	000		16,771.32
3-8284	299	00	000		(2,238.34)
203-8203	299	00	000		(16,771.32)

TRAFFIC SIGNAL AGREEMENT ORE 43 @ HIDDEN SPRINGS RD.
OSWEGO HIGHWAY NO #3. CITY OF LAKE OSWEGO
BROCKAMP, JAEGER & WEST

1X 9565(10)

DESCRIPTION	TOTAL PRICE
PRELIMINARY ENGINEERING (3-8284)	6,738.34
PAYMENTS TO CONTRACTOR (CONT. 9309)	22,720.00
SFO #1 - PAVEMENT STRIPING	612.81
SFO #2 - SIGNAL CONTROLLER & POLES	14,187.09
CONTROLLER TESTING	1,325.00
CONSTRUCTION ENGINEERING	6,529.63
	52,112.87
LESS: ADVANCE DEPOSIT - PRELIM. ENG.	(4,500.00)
AMOUNT BILLED ON LETTER OF CREDIT	(28,603.21)
	19.009.66

110.00 ACCT. FINAL

ROSALYN WICKHAM 378-5034

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
[illegible] 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

9369 12-8-83 3-1023

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER PERIOD
FROM 4/8/81
TO 9/14/83

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IS-9565(10)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 12,624.72	$10,117.65	85%	$ 8,600.00	$ 8,600.00	$ 0.00
155,231.79	30,397.65	85%	25,838.00	25,838.00	0.00
$167,856.51	$40,515.30	85%	$34,438.00	$34,438.00	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	12/8/83	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

CONST

AMOUNT SUBMITTED $ 0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Oswego Hwy. at Cedaroak Drive Section Oswego Highway Clackamas County					
	Construction Type Code Y008 Channelization (Sta. 128+00 To Sta. 136+00)					
	Final Contract Payment Summary	Lump Sum			$39,117.65	
SFO	#1 Permanent Pavement Striping (State)	All Required			459.62	
SFO	#3 Furnish and install signs (State)	All Required			96.00	
	Total Participating Construction Cost				$39,673.27	
	Construction Engineering					
	State	All Required			829.64	
	Misc. Project Cost					
	EEO Monitoring Expense	All Required			12.39	
	Total Participating Project Cost				$40,515.30	
	Nonparticipating Project Cost					
	Final Contract Payment Summary	Lump Sum			$68,991.95	
SFO	#1 Permanent Pavement Striping (State)	All Required			1,072.91	
SFO	#2 State-furnished signal materials	All Required			31,286.41	
	EEO Monitoring Expense	All Required			46.61	
	Construction Engineering	All Required			25,943.33	
	Total Nonparticipating Project Cost				$127,341.21	
	Total Project Cost				$167,856.51	
	Prepared based on Participating Costs as shown on Federal Billing as of 11/28/83					
	AMOUNT CARRIED FORWARD					

B01
BILLING NUMBER 23

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

12/29/83

PREFIX	GRP	FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
001-1008	1	F	-0092-004 APPR-010	358,471.00	407,202.55	406,158.38	88.18	358,150.46	358,150.46		
001-1010	1	HES	-0070-002 APPR-141	68,017.00	73,963.17	73,915.67	90.00	66,524.10	66,524.10		
001-1015	1	F	-0070-001 APPR-010	55,358.00	47,707.02	47,707.02	88.15	42,053.74	38,251.71		3,802.03
001-1016	1L	F	-0070-003 APPR-010	905,920.00	78,077.34	78,077.34	88.15	68,825.18	77,212.68		864.66
	8L	F	-0070-003 APPR-010	37,800.00	161.95	161.95	88.15	142.76	125.91	9,252.16 L	36.04
J1-1016			PREFIX TOTALS	943,720.00	78,239.29	78,239.29		68,967.94	77,338.59	19.19 L	900.70
002-1007	1	F	-0901-005 APPR-010	727,563.00	828,965.07	828,676.79	88.15	730,478.59	727,563.00	2,915.59 B	
002-1008	1	F	-2101-004 APPR-010	45,329.00	50,466.35	50,460.43	88.15	44,480.87	44,480.87		
	8	F	-2101-004 APPR-010	4,480.00	4,201.96	4,201.38	88.15	3,703.52	3,703.52		
002-1008			PREFIX TOTALS	49,809.00	54,668.31	54,661.81		48,184.39	48,184.39		
002-1009	1	F	-0901-006 APPR-010	88,150.00	183,615.72	176,642.52	88.15	155,710.38	88,150.00	67,560.38 B	
	2	F	-0901-006 APPR-000		38,327.41	38,327.41					
002-1009			PREFIX TOTALS	88,150.00	221,943.13	214,969.93		155,710.38	88,150.00	67,560.38	
003-1023	1*	X10	-9565-010 APPR-772	25,838.00	54,957.74	30,397.65	85.00	25,838.00	25,838.00		
	2*	X10	-9565-010 APPR-000		29,860.62						
	8*	X10	-9565-010 APPR-772	8,600.00	12,624.69	10,117.65	85.00	8,600.00	8,600.00		
	9*				70,413.46		85.00				
03-1023			PREFIX TOTALS	34,438.00	167,856.51	40,515.30		34,438.00	34,438.00		
03-1032	1	X10	-9565-013 APPR-772	1429,448.00	1683,362.87	1673,457.15	85.00	1422,438.58	1422,419.10		19.48
	2	X10	-9565-013 APPR-580	113,050.00	133,000.00	133,000.00	85.00	113,050.00	113,050.00		
	8	X10	-9565-013 APPR-772	285,000.00	335,590.35	335,183.03	85.00	284,905.58	284,901.30		4.28
003-1032			PREFIX TOTALS	1827,498.00	2151,953.22	2141,640.18		1820,394.16	1820,370.40		23.76
003-1045	1	X10	-000C-026 APPR-580	83,420.00	98,254.89	98,142.40	85.00	83,421.04	83,320.17	1.04 B	99.83
	8	X10	-000C-026 APPR-580	2,580.00	14.85	14.85	85.00	12.62	12.62		
003-1045			PREFIX TOTALS	86,000.00	98,269.74	98,157.25		83,433.66	83,332.79	1.04	99.83

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS NOVEMBER 1983

DESCRIPTION	PREFIX		FUNCTION	SUB F		GF	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	003	1023	945	00	P	2	74.05CR	70.47CR		81	83
	003	1023	945	00	P	8	17.78CR	16.92CR		81	83
	003	1023	945	00	N	1	62.20	62.20	62.20	83	83
	003	1023	945	00	N	2	74.05	74.05	74.05	83	83
	003	1023	945	00	N	8	17.78	17.78	17.78	83	83
	003	1023	945	00	N	9		6.86	142.13	81	83
	003	1023	946	00	P	1	212.09CR	212.09CR		81	83
	003	1023	946	00	P	2	252.50CR	252.50CR		81	83
	003	1023	946	00	P	8	60.59CR	60.59CR		81	83
	003	1023	946	00	N	1	212.09	212.09	212.09	83	83
	003	1023	946	00	N	2	252.50	252.50	252.50	83	83
	003	1023	946	00	N	8	60.59	60.59	60.59	83	83
	003	1023	946	00	N	9			424.22	81	83
	003	1023	948	00	P	1	231.84CR	231.84CR		81	83
	003	1023	948	00	P	2	4.05CR	4.05CR		82	83
	003	1023	948	00	P	8	.97CR	.97CR		82	83
	003	1023	948	00	N	1	231.84	231.84	231.84	83	83
	003	1023	948	00	N	2	4.05	4.05	4.05	83	83
	003	1023	948	00	N	8	.97	.97	.97	83	83
	003	1023	948	00	N	9			7.76	82	83
	003	1023	950	00	P	1	20.33CR	20.33CR		82	83
	003	1023	950	00	P	2	24.20CR	24.20CR		82	83
	003	1023	950	00	P	8	5.80CR	5.80CR		82	83
	003	1023	950	00	N	1	20.33	20.33	20.33	83	83
	003	1023	950	00	N	2	24.20	24.20	24.20	83	83
	003	1023	950	00	N	8	5.80	5.80	5.80	83	83
	003	1023	950	00	N	9			46.47	82	82
	003	1023	985	00	P	1			12.39	81	83
	003	1023	985	00	P	2	14.75CR	14.75CR		81	83
	003	1023	985	00	P	8	3.54CR	3.54CR		81	83
	003	1023	985	00	N	2	14.75	14.75	14.75	83	83
	003	1023	985	00	N	8	3.54	3.54	3.54	83	83
	003	1023	985	00	N	9			28.32	81	82
			TOT	P1			6,587.15CR	6,584.15CR	30,397.65		
			TOT	P2			3,139.03CR	3,135.45CR			
			TOT	P8			2,507.89CR	2,507.03CR	10,117.65		
			TOT	N1			6,247.53	6,247.53	24,560.09		
			TOT	N2			3,726.86	3,726.86	29,860.62		
			TOT	N8			2,506.85	2,506.85	2,507.04		
			TOT	N9			135.71	142.57	70,413.46		
			** JOB TOTALS **				17.12CR**	2.82CR**	167,856.51 **		
OSWEGO CR(SUCKER CR) SEC	CONT NO 9378		FA PROJ NOS X10 9565013 82 X10 9565013						X10 9565013 18 STATE		
	003	1032	201	00	P	1		2,502.00	1,373,944.97	82	83
	003	1032	201	00	P	2			123,000.00	83	83
	003	1032	201	00	P	8		250.00	299,577.90	[illegible]	[illegible]
	003	1032	201	00	N	1			1,942.[illegible]	[illegible]	[illegible]
	003	1032	203	00	P	1			2,700.00CR	[illegible]	[illegible]

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                          NOVEMBER 1983        PAGE    8

                                                                                     FISCAL            GRAND TOTAL      ACTIVE YRS
    DESCRIPTION               PREFIX  FUNCTION SUB F  GP   CURRENT MONTH          YEAR TO DATE          TO DATE          BEG   END
                              002     1008     920    00 P 1                                               49.81          83    83
                              002     1008     920    00 P 8                                                4.92          83    83
                              002     1008     940    00 P 1         31.50               176.92           219.69          83    83
                              002     1008     940    00 P 8          3.11                17.49            21.72          83    83
                              002     1008     941    00 P 1                                                3.02          83    83
                              002     1008     941    00 P 8                                                 .30          83    83
                              002     1008     944    00 P 1        179.03               179.03           268.74          83    83
                              002     1008     944    00 P 8         13.75                13.75            26.54          83    83
                              002     1008     945    00 P 1        104.66               159.21           159.21          83    83
                              002     1008     945    00 P 8         10.35                15.74            15.74          83    83
                              002     1008     946    00 P 1        509.45               894.30         1,195.54          83    83
                              002     1008     946    00 P 8         50.39                88.47           118.26          83    83
                                               TOT       P1       3,787.25            33,945.03        50,460.43
                                               TOT       P8         175.43             3,029.46         4,201.[illegible]
                                               TOT       N1           5.92                 5.92             5.9[illegible]
                                               TOT       N8            .58                  .58              .52
                                         ** JOB TOTALS **         3,969.18  **        36,980.99  **    54,668.31  **

                                                                                                                         STATE
  CONIFER BLVD-CIRCLE BLVD   CONT NO 9661   FA PROJ NOS F   0901006 100 F   0901006
                              002     1009     201    00 P 1      5,018.30           126,997.97       128,590.97          83    83
                              002     1009     201    00 N 1      6,051.64             6,051.64         6,051.64          83    83
                              002     1009     204    00 P 1        250.92CR           6,349.90CR       6,429.55CR        83    83
                              002     1009     295    00 N 9                           7,513.22        32,513.22          83    83
                              002     1009     295    00 N 9                          95,663.22CR     120,663.22CR        83    83
                              002     1009     298    00 N 9                          88,150.00        88,150.00          83    83
                              002     1009     900    00 P 1      2,369.89            15,077.36        15,261.85          83    83
                              002     1009     920    00 P 1                                               16.52          83    83
                              002     1009     940    00 P 1      1,099.50             4,120.30         4,120.30          83    83
                              002     1009     941    00 P 1          6.40                 6.40             6.40          83    83
                              002     1009     944    00 P 1          2.40               207.60           419.03          83    83
                              002     1009     945    00 P 1                                               14.95          83    83
                              002     1009     946    00 P 1        520.55             1,262.01         1,262.01          83    83
                              002     1009     948    00 P 1         32.59               674.41           674.41          83    83
                              002     1009     961    00 P 1                             189.59           189.59          83    83
                                               TOT       P1       8,798.71           142,185.74       144,126.48
                                               TOT       N1       6,051.64             6,051.64         6,051.64
                                         ** JOB TOTALS **        14,850.35  **       148,237.38  **   150,178.12  **

                                                                                                 X10 9565010   06 STATE   48
  OSWEGO H&CED DR&H D SPRGS  CONT NO 9309 * FA PROJ NOS X10 9565010  21 X10 9565010  25
                              003     1023     201    00 P 1      4,885.10CR           4,885.10CR      29,000.00          81    83
                              003     1023     201    00 P 8        940.35CR             940.35CR      10,117.65          82    83
                              003     1023     201    00 N 1      4,885.10             4,885.10         4,885.10          83    83
                              003     1023     201    00 N 2                                           22,720.00          81    82
                              003     1023     201    00 N 8        940.35               940.35           940.35          83    83
                              003     1023     201    00 N 9                                           40,446.50          81    83
                              003     1023     [illegible]    01 P 1           .10CR                .10CR                         82    83
                              003     1023     [illegible]    01 P 2           .12CR                .12CR                         82    83
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

NOVEMBER 1983

DESCRIPTION	PREFIX	FUNCTION	SUB	F	GP	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	003	1023	[illegible]	01	P	8	.03CR	.03CR		82	83
	003	1023	[illegible]	01	N	9	.23CR	.23CR	14,311.41	82	83
	003	1023	[illegible]	02	N	1			16,975.00	82	82
	003	1023	[illegible]	02	N	9			459.62	82	83
	003	1023	[illegible]	01	P	1	335.93CR	335.93CR	48	81	83
	003	1023	[illegible]	01	N	1			612.81	82	83
	003	1023	[illegible]	01	N	2	192.24	192.24	459.62	81	83
	003	1023	[illegible]	01	N	8	144.17	144.17	36.00	81	83
	003	1023	[illegible]	03	P	1			23,000.00	82	83
	003	1023	[illegible]	00	N	9			86,041.21CR	81	82
	003	1023	[illegible]	00	N	9			34,438.00	81	82
	003	1023	[illegible]	00	N	9			26,603.21	81	82
	003	1023	[illegible]	00	N	9			829.64	81	82
	003	1023	900	00	P	1	371.52CR	371.52CR		81	83
	003	1023	900	00	P	2	2,212.09CR	2,212.09CR		81	83
	003	1023	900	00	P	8	1,345.08CR	1,345.08CR		81	83
	003	1023	900	00	N	1	371.14	371.14	4,371.81	82	83
	003	1023	900	00	N	2	2,211.63	2,211.63	5,604.22	82	83
	003	1023	900	00	N	8	1,344.99	1,344.99	1,345.18	82	83
	003	1023	900	00	N	9	.89CR	.89CR	10,760.60	81	83
	003	1023	920	00	P	1	35.27CR	35.27CR		81	83
	003	1023	920	00	P	2	42.01CR	42.01CR		81	83
	003	1023	920	00	P	8	10.08CR	10.08CR		81	83
	003	1023	920	00	N	1	32.06	32.06	32.06	83	83
	003	1023	920	00	N	2	28.18	28.18	28.18	83	83
	003	1023	920	00	N	8	9.16	9.16	9.16	83	83
	003	1023	920	00	N	9	7.34CR	7.34CR	73.26	81	83
	003	1023	940	00	P	1	92.79CR	92.79CR		81	83
	003	1023	940	00	P	2	111.65CR	111.65CR		81	83
	003	1023	940	00	P	8	26.80CR	26.80CR		81	83
	003	1023	940	00	N	1	92.79	92.79	92.79	83	83
	003	1023	940	00	N	2	111.65	111.65	111.65	83	83
	003	1023	940	00	N	8	26.80	26.80	26.80	83	83
	003	1023	940	00	N	9			214.26	81	82
	003	1023	941	00	P	1	19.67CR	19.67CR		81	83
	003	1023	941	00	P	2	23.45CR	23.45CR		81	83
	003	1023	941	00	P	8	5.65CR	5.65CR		81	83
	003	1023	941	00	N	1	19.67	19.67	19.67	83	83
	003	1023	941	00	N	2	23.45	23.45	23.45	83	83
	003	1023	941	00	N	8	5.65	5.65	5.65	83	83
	003	1023	941	00	N	9			44.92	81	83
	003	1023	944	00	P	1	319.31CR	319.31CR		81	83
	003	1023	944	00	P	2	380.16CR	380.16CR		81	83
	003	1023	944	00	P	8	91.22CR	91.22CR		81	83
	003	1023	944	00	N	1	319.31	319.31	319.31	83	83
	003	1023	944	00	N	2	380.16	380.16	380.16	83	83
	003	1023	944	00	N	8	91.22	91.22	91.22	83	83
	003	1023	944	00	N	9			729.80	81	83
	003	1023	945	00	P	1	62.20CR	59.20CR		81	83

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

nig

cc: OSHD(Mr Coulter) / Region(HCM-010)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 9-9-83	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-9565(10)
COMPLETION DATE 2-11-82	ACCEPTANCE DATE BY CONTRACT AGENCY 10-13-82	TIME ELAPSED 96 %	CONTRACT TIME 200 days
APPROVED EXTENSIONS --	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OSWEGO HIGHWAY @ CEDAR OAK DRIVE & HIDDEN SPRINGS DRIVE
OSWEGO HIGHWAY
Grading, Paving, & Signals

This project provided for the signalization of two adjacent interseciton, with the necessary roadway channelization to provide turning lanes.

---TPL---

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 15 '83
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 9-9-83	TITLE Field Operations Engr	DATE 9/14/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9309

b

February 4, 1983

Union Indemnity Insurance Company
c/o Northwest Bonding Company
Attn: Dennis V. Gilbert
P. O. Box 1448
Beaverton, OR 97075

CON 5
#9309

Gentlemen or Ladies:

A post-final payment for $143.59 will be made to Ajax Electric Company, Inc., for work on the Oswego Highway at Cedaroak Drive and Hidden Springs Road in West Linn, Clackamas County, as soon as the warrant is prepared.

The total amount paid on this contract will be $108,109.60 including the post-final payment. Of the total, $397.88 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Ajax Electric Company, Inc.
5940 N.E. 45th Avenue
Portland, OR 97218

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9309

B

December 14, 1982

Union Indemnity Insurance Company
c/o Northwest Bonding Company
Attn: Dennis V. Gilbert
P. O. Box 1448
Beaverton, OR 97075

CON 5
#9309

Gentlemen or Ladies:

On October 14, 1982, we wrote to you concerning release of final payment on Contract No. 9309 awarded to Ajax Electric Company, Inc., for work on the Oswego Highway at Cedaroak Drive and Hidden Springs Road in West Linn, Clackamas County.

Final payment on this contract is $4,170.50 and the total contract amount is $107,966.01, including $254.29 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
cc: Ajax Electric Company, Inc.
5940 N.E. 45th Avenue
Portland, OR 97218

bc: C. T. Keasey
Walt Hart
E. L. Hardt

NOTED
12-14-82 dc

9309 11-3-82 L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Coral Const. Co. No. 9416	Curry County Pavement Marking Project No. 2 Curry County	October 12, 1982
W. R. Grasle Co. No. 9349	NW Cornell Rd. @ NW Barnes and Saltzman Roads Washington County	October 13, 1982
Ajax Electric Co., Inc. No. 9309	Oswego Hwy. @ Cedaroak Dr. & Hidden Springs Rd. (West Linn) Clackamas County	October 13, 1982
Linnco Electric Co. No. 9179	4th St. @ "E" & "F" Sts. (Grants Pass) Josephine County	October 27, 1982
Eterna-Line Corp. No. 9341	Benton County Pavement Marking Project No. 2 Benton County	October 27, 1982

November 3, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

Orig to [illegible]
cy [illegible]
[illegible]

9307

3

ROAD DESIGN SECTION

DES 16

Bill Hoffman
Project Manager

June 7, 1982

N. E. Mann
Design Team Supervisor

Oswego Highway @ Cedarock Drive
and Hidden Springs Road
Oswego Highway
Clackamas County

1 Versteeg ✓
Anderson
Adams
Olsen
2 Sullivan
Tarpin
Tro
Wakerly

RECEIVED
JUN 8 1982
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Me
Action

Your Construction Narrative Report on this project has been reviewed. Your suggested proposal regarding the inclusion of an early cut-off date for the paving work on this type contract was discussed with our Specifications Unit.

They do, when requested, review projects for early completion times. This is done in the light of other factors which affect the contract such as the handling of liquidated damages, potential claims, etc. Normally, on a project of this type these other factors will outweigh the inclusion of an early cut-off date for paving.

NEM:ja

cc Ed Hardt

Anderson
Adams
Olsen
Sullivan
Tarpin
Tro
Wakerly
RECEIVED
JUN [illegible] 1982
ROAD DESIGN
SECTION
Do Not File
Return To
Bring Me
Action

9309

5-13-82

3

NARRATIVE REPORT

PROJECT: Oswego Hwy. @ Cedaroak Dr. and Hidden Springs Rd.

PREFIX: 003-1023 CONTRACT: 9309 FEDERAL AID # [illegible]-9565(1.)

DATE OF CONTRACT: 7/7/81

DATE OF COMPLETION TIME LIMIT: 2/19/82

DATE WORK STARTED: 8/3/81

DATE WORK COMPLETED: 2/11/82

TIME OVERRUN: None

CONTRACTOR: Ajax Electric Co.

SUBCONTRACTORS: Gresham Paving, J.F.Webb Jr.,W...Moe and Sons;
Contractor's Flagging Service.

1 Versteeg ✓
Anderson
2 Adams
Olson
PW Cy Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 13 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

The contract consisted of a developer financed signal at the intersection of Oswego Hwy. and Hidden Springs Rd. and a State/W. Linn funded signal at Cedaroak Drive. F.H.W.A. participation was limited to Oswego Hwy. widening, A.C. overlay and drainage costs.

Traffic control was as specified without incident.

The Hidden Springs signal incorporated State furnished pole and controller. It had a 90 calendar day limit of which 85 days were used. No problems were encountered with this installation.

The Cedaroak Signal had a calendar day count of 2[illegible] of which 192 were used.

Grading and paving work was much delayed on this project with the predictable result that the paving was done piecemeal throughout the winter, when conditions would allow. This contract was dated July 7, 1981. Either a September 30 or October 31 cutoff date for paving would have been helpful in this case, and might profitably be considered for similar future situations. The time necessary for completing a signal is usually more than that needed for the accompanying incidental widening and overlay work. Where, as here, the anticipated good weather conditions occur in the early part of the contract an attempt to restrict the paving to this time period should be considered. In other words set a time for the paving as it would have been set had no signal been involved.

The Cedaroak signal is operating on flash because the State furnished program for a tieless tie to the Hiddan Springs signal has not been developed to date. The contract installation is complete. The only problem with this was that combination pole no: 4 did not have a handhole above the mastarm connection. The Union Metal pre-approved drawing does not include a hand hole for the extended shaft pole used. This problem has been brought to the attention of Traffic Design and has probably been corrected.

9309

L

FORM . 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oswego Hwy. @ Cedaroak & Hidden Springs Rd.

WEEK ENDING: 5/1/82

SECTION PREFIX: 003-1023

HIGHWAY: Oswego

COUNTY: Clackamas

NAME OF JOB:

KIND OF WORK: Grading, Paving and Signals

CONTRACTOR: Ajax Electric Co., Inc.

CONTRACT NUMBER: 9309

FEDERAL AID PROJECT NUMBER: IX-9565(10)

DATE OF CONTRACT: 7/7/81

DATE WORK STARTED: 8/3/81

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 200

CALENDAR DAYS USED 192

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 96

PROJECT AUTHORIZATION. $ 193,929.51

EXCLUSIVE OF ENGINEERING $ 178-551.84

ENGINEERING AUTHORIZATION $ 15,377.67

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 176,359.95

ENGINEERING COST TO DATE $ 17,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT UNDERRUN 1 %

PERCENT OF AUTHORIZATION 111 %

DATE PROJECT WAS COMPLETED: 2/11/82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT L PROD

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY.					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO					
PERCENT					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	Clear	0		
TUESDAY	Fair	0		
WEDNESDAY	Fair	0		
THURSDAY	Clear	0		
FRIDAY	Fair	0		
SATURDAY				

RECEIVED
MAY 03 1982
CONSTRUCTION SECTION
CE K
CAE
FOE Don
DCS
SCS
EEO
OM
CA
I.C
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

4/25 SUNDAY	No activity.
4/26 MONDAY	No activity.
4/27 TUESDAY	No activity.
4/28 WEDNESDAY	No activity.
4/29 THURSDAY	No activity.
4/30 FRIDAY	No activity.
5/1 SATURDAY	No activity.

REMARKS

Office working on Semi-Final.

Finish Semi-Final Next week.

SIGNED W E Hoffman LOCATION Portland
W.E. Hoffman Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES · WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9309

Oregon City, OR
Enterprise-Courier
(Cir. D. 5,950

MAR 3 1982

Allen's P. C. B Est. 1888

Check w/ E. Hardt on
status of this. w/ Hardt 3/25/82
HK

NOTED
S. COULTER

L

City dissatisfied with intersection

By JULIA DUIN
EC Suburban Editor

WEST LINN — About 20 months have come and gone since the Robinwood traffic safety committee and the city of West Linn began designing a safe intersection where Highway 43, Cedaroak Drive and the Robinwood Shopping Center meet.

And 20 months later, the intersection is still "fouled up," according to a Feb. 22 letter the traffic committee delivered to its city council representative, Jim Tandy. According to the letter, the Oregon Highway Division's "duplicity and arrogance" and city "staff oversights," have resulted in an intersection which pleases no one.

Last week, the city council voted 5-0 to have City Administrator John Buol contact State Highway Division Region I Engineer Ed Hardt to ask why the division hasn't put yellow striping on the north side of Cedaroak Drive, as the council had requested.

"We don't consider (Hardt's) reasons for changing (the stripping) adequate and we don't understand or accept the design (for the intersection) foisted upon us," read the motion, made by Tandy. Buol had not contacted Hardt as of Tuesday because of more pressing concerns, but said he would get a letter to Hardt by today.

According to traffic committee secretary Barbara Hartfeil, the final design for the intersection was agreed upon a year ago by the council and highway division. Since then, the state has installed a blinking red traffic light, re-striped the intersection and relocated a phone and bus shelter at the intersection.

However, the highway division left undone other changes requested by the council, such as painting in a yellow striped area where Cedaroak meets Highway 43. This would bring cars on Cedaroak into Highway 43 at a 90 degree angle. Currently, the cars approach the highway at a much sharper angle and must make a 45 degree turn to the left if they wish to drive south. Furthermore, the traffic lights on the west side of Highway 43 are not aligned with the Cedaroak lanes, causing the driver to look to the left rather than straight ahead to see the signals.

There are other problems. A crosswalk bisecting Cedaroak at Highway 43 is set far enough back that drivers must drive onto the crosswalk to peer north and south on Highway 43 for oncoming traffic. Even that view is partly blocked by a jumble of poles and boxes set up on the sidewalks on both sides of the intersection.

"It's irritating that this design was agreed upon and sent to the state a year ago and they still haven't done it right," said Hartfeil. "My fear is that they'll activate the traffic lights (from a blinking red light to green, yellow and red), then say they can't do anything about the intersection."

According to Region I traffic operations supervisor Ron Failmezger (Hardt was out of town Tuesday) the Cedaroak intersection has been completed. Highway division officials are only waiting for the software controller for the traffic light, which should arrive in mid-March.

The software, said Failmezger, would work like two clocks; one set in the Cedaroak signal and the other in the Hidden Springs Road signal a short distance away on Highway 43. The "clocks" would be set on the same timing, so the signals would be coordinated. Such a system is new to the Portland metropolitan area, he added.

The software will be tested, then installed the first part of April. Failmezger said he thinks a curb surrounding the striped area also will be installed. However, the traffic committee has insisted it does not want the curb.

Other problems with the intersection concern traffic signal sensors, which the state has already installed in the existing traffic lanes on Cedaroak. If the state restripes the intersection, it would have to dig up and relocate the sensors.

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9309   3-18-82   L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9565(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90177

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/18/82

8. FEDERAL ROUTE NUMBER FAU 9565

9. STATE ROUTE NUMBER Primary 3

10. GENERAL LOCATION:

Oswego Highway at Cedaroak Drive Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 2/18/82 as requested in Mr. Keasey's letter of 3/11/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $258 Federal Funds $219.

Mechling

14. DATE 3/18/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)   PREVIOUS EDITIONS MAY BE USED

9304

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

February 3, 1982

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:
D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT:
Project No. M-9565(8)
Oswego Highway @ Cedaroak Drive
Clackamas County
Attn. of: HFO.6-OR

Your letter of January 25, 1982 on the subject project denied our request for additional preliminary engineering authorization due to the contract for the construction phase being awarded on July 14, 1981 as well as the Signalization being included in the contract as nonparticipating work.

The following additional information is supplied in support of our previous request for addtional preliminary engineering authorization.

1) The additional preliminary engineering involved costs prior to PS&E Approval for the construction phase. I'm sure you are aware of a considerable number of cost overruns on preliminary engineering projects which are in need of justification. Since a considerable amount of funds are involved on some projects more effort has been given to these projects with the result that justification for some smaller projects have not been prepared until submittal of the final voucher which is the case on the subject project.

We now have a machine program which lists all preliminary engineering projects when costs have reached 75% of the authorized amounts, so the projects can be analyzed in light of the work remaining and the scheduled letting date to determine if an additional authorization is needed. If so, then the justification can be prepared for the increase prior to actual need. Considerable progress has been made, however, there are quite a number of projects which have exceeded the authorization still awaiting preparation of justification.

2) Regarding the signalization work at Cedaroak Drive, I am unaware of any regulation which states that the construction must be accomplished with federal funds before the preliminary engineering is eligible. Possibly some confusion exists between the signal at this location and the one at Hidden Springs Road which is being paid for by a private developer. The preliminary engineering for the signal at this location was charged to an order to render service, prefix 3-8284, and paid for by the developer.

I trust this additional information wil now permit your approval of the additional preliminary engineering authorization as requested in our letter of January 18, 1982.

CL:bkc

cc: R. Hacek
F. Terpin
General Files

9309 L.

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project M-9565(8)
Oswego Highway at Cedaroak Drive
Clackamas Highway

Date: January 25, 1982

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Your request for additional preliminary engineering authorization, as described in Mr. Swan's January 18, 1982, memorandum, has been reviewed. The construction contract was awarded July 14, 1981.

The stated reason for this increase was a change in scope to include signalization. Signalization was included in the contract as a non-participating work.

Under these circumstances, your request for increased funding is not approved.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (D E Swan, Proj Mgmt)

RECEIVED
STATE HWY ENGR
JAN 26 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

2

9309 (MEMORANDUM) 3.-1905

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

[illegible]

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

S E VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 5/1/79
TO 5/19/81

FEDERAL AID PROJECT NO.
M-9565(8)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$16,026.22	$15,831.22	88.18%	$13,959.97	$13,959.97	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 11/17/81

PASSED FOR PAYMENT
BY V.E. Skoog, Controller DATE

REMARKS

PE OSWEGO @ CEDAR OAK

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Oswego Hwy. at Cedaroak Dr. (W. Linn) Section SR 43 in Clackamas County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All	Required		$15,831.22	
	Total Participating Project Cost				$15,831.22	
	Nonparticipating Cost					
	State (PE)	All	Required		195.00	
	Total Project Cost				$16,026.22	
	Prepared based on Participating Costs as shown on Federal Billing as of 9/23/81					
	AMOUNT CARRIED FORWARD . . .					

```
                                                                                     MARCH 1982         PAGE  439
TOTAL TO DATE JOB COST SUMMARY
                                                                                        FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX        FUNCTION   GR   CURRENT MONTH    YEAR TO DATE         TO DATE
                                   003    1904      298      00 N 9                        58.59         17,589.54
                                   003    1904      901      00 P 1                        65.10            164.52
                                   003    1904      905      00 P 1                                       2,021.68
                                   003    1904      906      00 P 1                                      15,339.35
                                   003    1904      914      00 P 1                                         192.14
                                   003    1904      920      00 P 1                                         140.86
                                   003    1904      921      00 P 1                                       1,676.70
                                   003    1904      922      00 P 1                                           8.68
                                                    TOT      P1                            65.10         19,543.93
                                                 ** JOB TOTALS **                **        65.10  **     19,543.93  **

                                                                                                                   STATE
OSWEGO H @ CEDAROAK DR          CONT NO       * FA PROJ NOS M    565008 100            10,659.97CR       13,959.97CR
                                   003    1905      296      00 N 9                    10,659.97         13,959.97
                                   003    1905      298      00 N 9       70.00CR         420.21          4,388.40
                                   003    1905      901      00 P 1                        67.62             67.62
                                   003    1905      901      00 N 1                       130.92          3,786.74
                                   003    1905      905      00 P 1                                           4.10
                                   003    1905      906      00 P 1                                         947.14
                                   003    1905      910      00 P 1                                       3,417.95
                                   003    1905      911      00 P 1                                          73.64
                                   003    1905      913      00 P 1                       181.50            181.50
                                   003    1905      913      00 N 1                                          73.68
                                   003    1905      914      00 P 1                        17.68CR          138.00
                                   003    1905      920      00 P 1                        17.75             17.75
                                   003    1905      920      00 N 1                                       2,187.81
                                   003    1905      921      00 P                                            40.35
                                   003    1905      922      00 P                                           702.09
                                   003    1905      923      00 P 1                                          71.32
                                   003    1905      926      00 P 1       70.00CR         533.45         15,831.22
                                                    TOT      P1                           266.87            266.87
                                                    TOT      N1
                                                 ** JOB TOTALS **         70.00CR**       800.32  **     16,098.09  **

                                                                                                                   STATE
C@PACIFIC HY E (CANBY)          CONT NO       * FA PROJ NOS RRS 026016 100                                  192.61CR
                                   003    1907      296      00 N 9                                         192.61
                                   003    1907      298      00 N 9                                          96.34
                                   003    1907      905      00 P 1                                         117.67
                                   003    1907      910      00 P 1                                         138.70
                                   003    1907      914      00 P 1      138.70           138.70            352.71
                                                    TOT      P1          138.70           138.70            352.71  **
                                                 ** JOB TOTALS **        138.70  **       138.70  **

                                                                                                                   STATE
SE RIVER RD INTERSECTION        CONT NO       * FA PROJ NOS HES 761002 100                 58.78CR        4,440.25CR
                                   003    1914      296      00 N 9                        58.78          4,440.25
                                   003    1914      298      00 N 9                                       1,049.04
                                   003    1914      901      00 P 1
```

FHWA BILLING VOUCHER

PREFIX	GRP	FI	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
001-1964	1	F	-0070-001 APPR-010	20,450.00	374.12	336.47	88.15	296.60	296.60		
001-1966	1	HES	-0070-002 APPR-141	6,120.00	6,172.20	6,056.07	90.00	5,450.46	5,450.46		
002-1934	1	RF	-0150-015 APPR-073	46,520.00	25,494.36	25,121.68	78.19	19,642.64	18,758.88		283.76
	2	F	-0150-015 APPR-010	165,526.00	211,697.15	211,697.15	78.19	165,526.00	165,526.00		
002-1934	PREFIX TOTALS			212,046.00	237,191.51	236,818.83		185,168.64	184,284.88		883.76
002-1935	1	U	-0050-009 APPR-032	4,436.98	12,130.25	5,262.31	85.80	4,515.06	4,436.98	78.08 B	
002-1951	1	F	-0901-001 APPR-010	248,600.00	213,493.03	213,467.28	85.80	183,154.93	181,249.82		1,905.11
002-1964	1	F	-0901-003 APPR-010	25,299.00	19,686.86	19,609.40	88.15	17,285.69	17,285.69		
003-1902	1	XI	-9565-007 APPR-823	42,500.00	29,890.75	29,151.40	85.00	24,778.69	24,585.82		192.87
	2	X10	-9565-007 APPR-772	17,000.00			85.00				
003-1902	PREFIX TOTALS			59,500.00	29,890.75	29,151.40		24,778.69	24,585.82		192.82
003-1903	1	HES	-0024-017 APPR-141	13,950.00	15,616.08	15,605.67	90.00	14,045.10	13,950.00	95.10 B	
003-1904	1	HES	-0026-015 APPR-141	18,000.00	19,543.93	19,543.93	90.00	17,589.54	17,589.54		
003-1905	1#	M	-9565-008 APPR-W36	13,959.97	16,098.09	15,831.22	88.18	13,959.97	13,959.97		
003-1907	1	RRS	-0026-016 APPR-138	1,800.00	352.71	352.71	90.00	317.44	317.44		
003-1914	1	HES	-9761-002 APPR-141	4,680.00	4,933.61	4,933.61	90.00	4,440.25	4,440.25		
003-1918	1	X10	-0026-025 APPR-772	60,500.00	13,596.32	13,596.32	85.00	11,556.87	11,349.06		207.81
003-1919	1	X10	-000C-023 APPR-772	13,685.00	366.58	366.58	85.00	311.59	272.60		38.99
003-1920	1	NRD	-0032-001 APPR-174	3,000.00	17.75	17.75	75.00	13.31	13.31		
003-1950	1	M	-9565-005 APPR-W36	123,932.00	161,266.74	159,025.36	85.80	136,443.76	123,932.00	12,511.76 B	
	2	XI	-9565-005 APPR-823	90,147.00	106,055.29	106,055.29	85.00	90,147.00	90,147.00		
003-1950	PREFIX TOTALS			214,079.00	267,322.03	265,080.65		226,590.76	214,079.00	12,511.76	
003-1994	1#	RF	-0163-005 APPR-073	50,620.77	59,724.36	58,998.57	85.80	50,620.77	50,620.77		
003-1999	1#	M	-9665-001 APPR-W36	28,445.01	33,169.55	33,152.69	85.80	28,445.01	28,445.01		
004-1928	1	RF	-0115-025 APPR-073	146,210.00	163,792.48	163,482.75	78.19	127,827.16	127,603.41		223.75
004-1937	1	F	-0001-005 APPR-010	96,486.00	96,037.34	95,895.88	85.77	82,249.90	82,249.90		

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STATE COPY

TO BE COMPLETED BY FHWA 7-113	**U.S. DEPARTMENT OF TRANSPORTATION** **FEDERAL HIGHWAY ADMINISTRATION** **FEDERAL-AID PROJECT AGREEMENT** 7-9-81	STATE OREGON COUNTY CLACKAMAS PROJECT NO. IX-9565(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Oswego Hwy. at Cedaroak Drive Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-8-81	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 85%

ESTIMATED TOTAL COST OF PROJECT $ 47,020.00	FEDERAL FUNDS $ 34,438.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By XX FOR: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: Dale E. Wilken

Date executed by Division Administrator 7-9-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 16, 1981

Federal Aid Project
No. IX-9565(10)

Oswego Hwy. at Cedaroak Drive Section
Oswego Highway
Clackamas County

Project Agreement Estimate

Type Code Y008
Channelization (Sta. 128+00 to Sta. 136+00)

Mobilization	All Required(38%)		$ 380.00
Temporary Protection and Direction of Traffic	All Required(52%)		1,040.00
Temporary Signs	81 Sq.Ft.	5.00	405.00
Temporary Barricades	4 Each	15.00	600.00
Flagmen	100 Hour	19.00	1,900.00
Clearing and Grubbing	All Required		1,575.00
Embankment in Place	105 Cu.Yd.	14.80	1,554.00
Trench Excavation	50 Cu.Yd.	10.50	525.00
Class "B" or Class "C" Asphalt Concrete	520 Ton	36.90	19,188.00
12-inch Culvert Pipe	32 Lin.Ft.	7.35	235.20
18-inch Sewer Pipe	190 Lin.Ft.	29.85	5,671.50
Concrete Inlets, Type G-1	2 Each	349.50	699.00
Concrete Inlets, Type G-2	1 Each	432.60	432.60
Guard Rail, Type 2A	200 Lin.Ft.	16.50	3,300.00
Guard Rail Anchors, Type 1	4 Each	337.00	1,348.00
Rail End Pieces, Type C	4 Each	100.80	403.20
Extra for 8-Foot Posts	14 Each	6.50	91.00
Sidewalk Ramps	1 Each	173.00	173.00
Extra for Asphalt Approaches	3 Each	178.50	535.50
Drainage Curbs	325 Lin.Ft.	2.36	767.00
			$40,823.00

Anticipated Items

Permanent Pavement Striping	All Required(30%)	$ 600.00
	Subtotal	$41,423.00
	Engineering	5,597.00
	Total	$47,020.00

Oregon State Highway Division
Salem, Oregon, June 16, 1981

Federal Aid Project
No. IX-9565(10)

Length of Roadway	0.00 Mi.
Federal Funds (85%)	$34,438.00 *
State Funds	12,582.00
Total	$47,020.00

* Fixed Amount

Group 1	21%
Group 2	25%
Group 8	6%
Group 9	48%

Contract No. 9309
Prefix 3-1905
Prefix 3-8284
Prefix 3-1023

Oswego Highway at Hidden Springs Rd.
(Nonparticipating - Work for Private Developer)

Mobilization	All Required (26%)		$ 260.00
Temporary Protection and Direction of Traffic	All Required (24%)		480.00
Temporary Signs	63 Sq.Ft.	5.00	315.00
Flagmen	50 Hour	19.00	950.00
Traffic Signal Installation, Complete	All Required		20,928.00
			$22,933.00
Anticipated Items			
Permanent Pavement Striping	All Required (40%)		$ 800.00
State Furnished Poles & Controller	All Required		16,800.00
Signal Controller Testing	All Required		1,250.00
State Furnished Software	All Required		22,500.00
			$41,350.00
		Subtotal	$64,283.00
		Engineering	8,677.00
		Total	$72,960.00

Oswego Highway at Cedaroak Drive
(Nonparticipating - State Work)

Mobilization	All Required (36%)		$ 360.00
Temporary Protection and Direction of Traffic	All Required (24%)		480.00
Temporary Signs	63 Sq.Ft.	5.00	315.00
Flagmen	50 Hour	19.00	950.00
Traffic Signal Installation, Complete	All Required		37,702.00
			$39,807.00

Anticipated Items

Permanent Pavement Striping	All Required (30%)	$ 600.00
Additional Detector Loops	All Required	1,000.00
State Furnished Software	All Required	22,500.00
Signal Controller Testing	All Required	1,250.00
		$25,350.00

Subtotal	$65,157.00
Engineering	8,793.00
Total	$73,950.00

9309

City of West Linn

4900 Portland Avenue • West[redacted], Oregon 97068 • Phone: 656-4261

June 25, 1981

Mr. D.E. Swan, Programming Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Swan,

The West Linn City Council discussed the bid on the traffic signal installation on Highway No. 43 and Cedaroak Drive at their regular meeting last evening.

The City Council has authorized the advance deposit of $23,000 be transfered to the Local Government Investment Pool, with the State Treasurers Office.

We are enclosing the limited Power of Attorney authorizing the State of Oregon Department of Transportation to draw on the account for the traffic signal installation.

Sincerely,
City of West Linn

John A Buol

JOHN A. BUOL
Acting City Administrator

cc: Wayne Paterson, Finance Director
Wayne Daigle, City Engineer
Robinwood Traffic Committee

Enclosure

/djn 6-29-81

Original Power of Attorney
to Jan Peterson.

G

LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The City of West Linn hereby appoints the
Local Government Unit

Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The City of West Linn has deposited with
Local Government Unit

the State of Oregon Investment Pool the sum of $3,000.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with Highway 43 and Cedaroak Drive
Project Name

Traffic Signals

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By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by The City of West Linn
Local Government Unit

City Council.

this 24th day of June, 1981 by a vote of the majority of a quorum of its governing body.

Mayor

ATTEST:

Diana J. Nicolay
City Recorder

Form No. 734-1812(2-80)

9309

June 16, 1981

ACC

City of West Linn
City Hall
West Linn, Oregon 97068

Attn: J. Wayne Daigle
City Engineer

Gentlemen:

On April 30, 1981 the Highway Division received a satisfactory bid from Ajax Electric Co., 5940 N.E. 45th, Portland, Oregon 97218, for the traffic signal installation on the Oswego Highway at Cedaroaks Drive in West Linn. We anticipate the construction cost to be:

Contractor's Bid		$37,702.00
Anticipated Additional Items:		
Permanent Pavement Striping	$ 600.00	
Signal Controller Testing (Engineering)	1,250.00	
Additional Detector Loops	1,000.00	$ 2,850.00
SUBTOTAL		$40,552.00
4 1/2% Contingencies		1,824.84
9% Engineering		3,649.68
ESTIMATED TOTAL COST		$46,026.52

City's Advance Deposit:
50% of $46,026.52 = $23,013.26 or say $23,000.00

We will award the contract when we receive your advance deposit, which should arrive no later than July 2, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment
bcc w/AD # 899: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 899 when advance deposit is received.

9309

June 16, 1981

ACC

John Brockamp, Leroy Jaeger & Val West
15796 S. Broadwalk
Oregon City, Oregon 97045

Gentlemen:

On June 11, 1981 we received a satisfactory bid from Ajax Electric Co., 5940 N.E. 45th, Portland, Oregon 97218, for the Oswego Highway at Hidden Springs Road Section in West Linn. We anticipate the construction cost to be:

Contractor's Bid		$20,928.00
Anticipated Additional Items:		
Permanent Pavement Striping	$ 800.00	
State Furnished Poles & Controller	16,800.00	
Signal Controller Testing (Engineering)	1,250.00	$18,850.00
SUBTOTAL		$39,778.00
Contingencies (4 1/2%)		1,790.01
Engineering (9%)		3,580.02
TOTAL ESTIMATED COST		$45,148.03
COMPANY'S ADVANCE DEPOSIT	$45,150.00	

We will award the contract when we receive your advance deposit which should arrive no later than July 2, 1981.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf

bcc w/AD # 898: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 898 when advance deposit is received.

7-1-81
Jan says letter
of credit [illegible] by
Jon Rose. V

9307

Section Oswego Hwy @ [Cedaroak Drive & Hidden Springs Rd (West Linn)] Programming Estimate $ 82

Highway Oswego Project Length 0.15

County Clackamas Completion Time 90 cal. days 200 cal. days

Kind of Work Grading Paving and Signals Est. Comp. Date

Prefix 3-1905 — 3-8284 Letting Date June 11, 81 Project No. 1X-9565 (10) others $ 117,159.00

ESTIMATED CONSTRUCTION AUTHORIZATION

	1X	Cedar Oak	Hidden Springs	1X-9565 (10)	Cedaroak Non-Par.	Hidden Spring Non-Par.
Estimated Contract Amount				$ 44,202.00	42,011.00	30,946.00
Anticipated Additional Items:						
Royalty Payment.						
Permit Fees						
Slide Correction						
Railroad Protective Costs						
Other Railroad Costs						
Permanent Signing						
Permanent Pavement Striping.	600	600	800			
Temporary Pavement Striping.						
Remove Pavement Striping (Exist. & Temp.) . . .						
Temporary Erosion Control					25,350.00	41,350.00
State Furnished Poles and Controller			16,800	$ 600.00	~~14,100.00~~	~~30,100.00~~
Roadside Seeding & Mulching						
Asphalt Cement Adjustment						
On the Job Trainees						
State Responsibility for Damages						
Signal Controller Testing (Engineering)		1,250	1,250			
"OPTICOM" Testing (Engineering)						
Bikeway Signs						
~~Adjust Utilities:~~						
Additional Detector Loops (Cedar Oak) . . .		1,000				
State furnished Software (100% state Money) . . .		22,500	22,500			
Subtotal				$ 44,802.00	67,361.00 ~~56,111.00~~	72,296.00 ~~61,046.00~~
Contingencies (4-1/2%)				2,016.09	3,031.25 ~~2,525.00~~	3,253.32 ~~2,747.07~~
Engineering (~~7~~, [✓ 9], ~~10~~%)				4,032.18	6,062.49 ~~5,049.99~~	6,506.64 ~~5,494.14~~
Subtotal				$ 50,850.27	~~63,685.99~~ 76,454.74	~~67,287.21~~ 82,055.9
Credit for						
Estimated Net Authorization, Construction				$ 50,850.27	~~63,685.99~~ 76,454.74	~~67,287.21~~ 82,055.9

~~183,823.47~~

$ 209,360.97

APPROVED

OK Jon Rose 5-26-81

Road Design Engineer

127,304.00

Rev. 3/81

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet ______ of ______

Date ______

Section Oswego Hwy at Hidden Springs Rd. (Westline) County Clackamas

Kind Of Work Signals Length ______ Name ______

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	(26%)	Lump Sum	All	Lump Sum	2,769.00
	Temporary Protection and Direction of Traffic	(24%)	Lump Sum	All	Lump Sum	624.00
	Temporary Signs		Sq. Ft.	63	6.00	378.00
	Flagmen		Hour	50	23.50	1,175.00
	Traffic Signals					
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	26,000 ~~24,260~~
	Traffic Control Program, Complete		Lump Sum	All	Lump Sum	7,500
						~~36,987.00~~
					~~4/14/81~~	~~36,487.00~~
				5/12/81		$ 30,946.00

Cedaroak

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMAT

Sheet ______ of ______
Date ______

ction Oswego Hwy. @ Cedar Oak Drive
County Clackamas
Kind Of Work Grading, Paving, Signals
Length 0.15
Name Bill Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	(36%)	Lump Sum	All	Lump Sum	3,834
	Temporary Protection and Direction of Traffic	(24%)	Lump Sum	All	Lump Sum	624.00
	Temporary Signs		Sq. Ft.	63	6.00	378.00
	Flagmen		Hour	50	23.50	1,175.00
	Traffic Signals					
	Cedar Oak Drive Intersection					
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	36,000 ~~55,330~~
	~~Traffic Control Program, Complete~~		~~Lump Sum~~	~~All~~	~~Lump Sum~~	~~7,500.00~~
					~~$ 70,515.00~~	
					~~$ 69,495.00~~	
				5/12/81	$ 42,011.00	

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 1/26/81

Oswego Hwy. AT [Cedaroak Drive & Hidden Springs Rd (West Linn)]

County Clackamas

Kind Of Work Grading, Paving and Signals

Length 0.15 miles

Name Bill Bergstedt

~~5-25-81~~ 5-5-81

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(10) ~~(8%)~~	10,650.00
	Temporary Protection and Direction of Traffic		All	All	~~[illegible]~~	2,600.-
	Temporary Signs		Sq. Ft.	207	6.00	1242.-
	Temporary Barricades		Each	4	125.00	500.-
	Flagmen		Hour	200	23.50	4700.-
	Roadwork					
	Clearing and Grubbing		All	All	—	1,000 ~~1500.00~~
	Embankment in place ~~General Excavation~~		Cu. Yd.	105 ~~105~~	10.00 ~~15.00~~	1,050.00 ~~1575.00~~
	Trench Excavation	*	Cu. yd.	50	10.00	500.00
	Class B or Class C Asphalt Concrete		Ton	520	38.00	19,760.00
	12-inch Culvert Pipe		Lin. Ft.	32 ~~[illegible]~~	20.00	640.00
	18-inch Sewer Pipe		Lin. Ft.	190	22.00	4,180.00
	Concrete Inlets, Type G-1		Each	2	500.00	1,000.00
	Concrete Inlets, Type G-2		Each	1	550.00	550.00
	Guard Rail, Type 2A	*	Lin. Ft.	200	15.00 ~~13.00~~	3,000.00
	Guard Rail Anchors, Type 1	*	Each	4	325.00 ~~300.00~~	1,300.00
	Rail End Pieces, Type C		Each	4	100.00	400.00
	Extra for 8 Foot Posts		Each	14	8.00	112.00
	Sidewalk Ramps		Each	1	400.00	400.00
	Extra for Asphalt Approaches		Each	3	200.00	600.00
	Drainage Curbs		Lin. Ft.	325	3.00	975.00

Oswego Hwy. AT [Cedaroak Drive & Hidden Springs & West Linn] County Clackamas

Kind Of Work Grading, Paving and Signals Length 0.13 mls Name Bill Bergstedt

3-23-81

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	(38%)	All	All	—	4,047
	Temporary Protection and Direction of Traffic		All	All	~~[illegible]~~	1,352
	Temporary Signs		Sq. Ft	81	6.00	486
	Temporary Barricades		Each	4	125.00	500
	Flagmen		Hour	100	23.50	2,350
	Roadwork					
	Clearing and Grubbing		All	All	—	1,000.00 ~~1500.00~~
	Embankment in place ~~General Excavation~~		Cu. Yd.	103 ~~[illegible]~~	10.00 ~~15.00~~	1,050.00 ~~1575~~
	Trench Excavation		Cu. yd.	50	10.00	500.00
	Class B or Class C Asphalt Concrete		Ton	520	38.00	19,760
	12-inch Culvert Pipe		Lin. Ft.	32 ~~[illegible]~~	20.00	640
	18-inch Sewer Pipe		Lin. Ft.	190	22.00	4,180
	Concrete Inlets, Type G-1		Each	2	500.00	1,000
	Concrete Inlets, Type G-2		Each	1	550.00	550
	Guard Rail, Type 2A		Lin. Ft.	200	15.00 ~~13.00~~	3,000 ~~2,600~~
	Guard Rail Anchors, Type 1		Each	4	325 ~~300.00~~	1,300 ~~1,200~~
	Rail End Pieces, Type C		Each	4	100.00	400
	Extra for 8 Foot Posts		Each	14	8.00	112
	Sidewalk Ramps		Each	1	400.00	400
	Extra for Asphalt Approaches		Each	3	200.00	600
	Drainage Curbs		Lin. Ft.	325	3.00	975
					$	~~40,55~~
						38,657
					5/12/81	44,20

SUMMARY--BID SCHEDULE--COST ESTIMATE Date 1/26/81

ection Oswego Hwy. At [Cedaroak Drive & Hidden Springs] County Clackamas

Kind Of Work Grading, Paving and Signals Length 0.15 Name Bill Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Traffic Signals					
	Cedaroak Drive Intersection					
	Traffic Signal Installation, Complete		All	All	–	36,000 ~~55,33~~
	~~Traffic Control Program, Complete~~		~~All~~	~~All~~	~~–~~	
	Hidden Spring Road Intersection					
	Traffic Signal Installation, Complete		All	All	–	26,0
	~~Traffic Control Program, Complete~~		~~All~~	~~All~~	–	
					~~$ [illegible]~~	~~147,91~~
				4/14	$	
					~~$114,~~	~~639~~
					$	117,159.00
				5/12/81		

9309

No. 3

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: E. L. Hardt
Region I Engineer

DATE: June 5, 1981

FROM: Lyle K. Watson
Lyle K. Watson
Acting Final Design Engineer

SUBJECT: Preliminary Engineering
Oswego Highway @ Hidden Springs Road
Oswego Highway
Clackamas County

We have reviewed our charges for Crew 007-01 to this project. These charges were made when the design of this project was first started. It is apparent now that these charges should not have been charged to this prefix and are being transferred to the Cedaroaks Section.

The Specifications Section, Crew No. 007-05, have charged a total of $100.80 to the Hidden Springs Intersection and over $1,000 to Cedaroaks. It was a legitimate charge in writing and printing specifications, plans, advertising, etc.

LKW:ja

cc Don Adams
D. O. Christensen
Jack Sullivan
Bill Geibel

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 8 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

9309

2

HIGHWAY DIVISION - ODOT

FILE June 5, 1981

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 11, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 11 on the following projects:

1. Oswego Highway @ Cedaroak Drive and Hidden Springs Road (West Linn)
   Clackamas County
   Grading, Paving and Signals

   A bike lane of variable width (6-11 feet) will be constructed on the west side (southbound) of this project.

2. Madras-Bear Drive
   Culver Highway, Jefferson County
   Paving

   Primarily overlay with a 32-foot surface.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. Newberg - M.P. 26.0
   Hillsboro-Silverton Highway, Marion and Yamhill Counties
   Grading and Paving

   This project will have the shoulders striped and signed as bike lanes.

4. Shaniko-The Dalles/California Highway
   Sherman Highway, Wasco County
   Paving

   Overlay. Twenty-eight feel of surface.

   Same as No. 2.

cc E. S. Hunter L. E. George George Bell
D. G. Talbot F. E. Terpin Don Harwell

9309

STATE OF OREGON

INTEROFFICE MEMO

TO: DON ADAMS
Project Development Manager

DATE: June 2, 1981

FROM: EDWARD L. HARDT ORIGINAL SIGNED BY EDWARD L. HARDT
Region Engineer

SUBJECT: PRELIMINARY ENGINEERING
HIDDEN SPRINGS TRAFFIC SIGNAL

3-8284

Here is an update on the overrun in preliminary engineering on the Hidden Springs traffic signal and my request to examine these charges to make sure that they shouldn't be charged to the Cedar Oak Drive signal instead. Bill Geibel's office received a call from Contract Accounting. They reported that they have $2,000 more charges for the month of May on the Hidden Springs project. They have some charges from crews 006 (Moehring) and 007-05 (Specifications), but the majority are from crew 12, Traffic Engineering. They now have a total of $4,206.12 above the original deposit.

REFERRED TO
____ Board ____ Stoudenmeyer ____
____ Cole ____ 1 Hann ____
____ Erikson ____ Watson ____
____ Hager ____ Dorn ____ Lev ____
Return [✓ Discuss] Do File Copy Due ____
BY FINAL DESIGN ENGINEER
Need to determine our charges.

ELH/gw
cc L. E. George
D. O. Christensen
Ken Rolfe
Bill Geibel

1 Versteeg DOR
Anderson
2 Christensen tw
Olson
3 Sullivan JWS
Terpin
Trout
Wakerlig

RECEIVED
JUN 3 1981
ROAD DESIGN SECTION

Do Not File
Return To ____
Bring Up ____/____
Action ____

Hidden Springs
Specs Total
= $100.80
according to all records.

Cedar Oak: Over $1000 charged to Cedar Oak

West Linn
Hidden Springs
Rd / Cedar
[illegible]

STATE OF OREGON

INTEROFFICE MEMO

DATE: June 1, 1981

TO: DON ADAMS
Project Development Manager

FROM: EDWARD L. HARDT ORIGINAL SIGNED BY EDWARD L. HARDT
Region Engineer

SUBJECT: PRELIMINARY ENGINEERING
HIDDEN SPRINGS TRAFFIC SIGNAL

Over the past several years we have been working up, first, an access permit which led to a traffic signal at Hidden Springs Road and, second, an agreement with the City of West Linn for a traffic signal at Cedar Oak Drive. These two intersections are in close proximity to each other so we have combined the signal installations into one contract. I've attached a copy of a letter from Bill Geibel in which he expresses his concern for the large amount of preliminary engineering that will be charged against the Hidden Springs project which is developer financed. Bill's point is that with the large amount of field data supplied to us by the developer he doesn't see how the large bill could have been run up. I contacted Rob Cameron about this several months ago and he researched his records and credited the Hidden Springs project with about $2600, which should have been charged to the Cedar Oak Drive project.

I'd appreciate it if you would have the charges mentioned in Bill's letter by Bothman, Klotz, and Dunn reviewed to make sure that they were properly charged to Hidden Springs instead of the Cedar Oak project. For instance, I have a little problem understanding why Klotz' crew should have had any charges against a project that was negotiated between the developer and the District Engineer. By copy of this letter I'm asking the Design and Traffic Sections in Salem and Ken Rolfe's office to review their charges to verify that they should have been charged to Hidden Springs as opposed to the Cedar Oak Drive signal.

ELH/gw
Attachment
cc L. E. George w/attachment
D. O. Christensen "
Ken Rolfe "
Bill Geibel

1 Versteeg
* Anderson
2 Christensen FW
Olson
* 3 Sullivan JWB
Terpin
Troub...
Wakerlig

* Please review and return with your analysis

RECEIVED
JUN 2 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring /
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Sylvan - 2A

May 27, 1981

6

FROM: W.W. Geibel
District Engineer

TO: Ed Hardt
Regional Engineer

SUBJECT: Preliminary Engineering
Hidden Springs Signals

At some time last year I requested that we take a good hard look at how we were charging P.E. for the subject project. There was some credits made to the project but I still don't understand the immensity of the charges and feel they should be reviewed a little further.

The following is a summary of the charges up to a couple of months ago:

Crew 007-01	Final Design	$131
	Right-of-Way Field Crew	182
Crew 020-00	Bothman	80
Crew 020-10	Klotz	340
Crew 020-12	E.J. Dunn	1,750
Crew 020-13	Cameron	5,388
	Credit (2,611)	
	Traffic	590
	Print	100
	TOTAL	$5,950

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UE MAY 28 1981 RSC
SO REGION I RBI
TO

Attached is a copy of the vicinity map which the developer supplied. It shows the proposed alignment, existing utilities and proposed utilities. Having provided this information I don't feel the developer should be charged over $6,000 for field engineering. At the time I checked these costs, the Signal Design Crew had not been involved yet.

I suspect that most of these charges were accrued during the investigation of the Cedar Oak intersection and how it lined up and worked with the proposed Hidden Springs intersection. That shouldn't be charged to the developer.

WWG:js

9309

5-20-81

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9565(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90177

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/20/81

8. FEDERAL ROUTE NUMBER FAU 9565

9. STATE ROUTE NUMBER Primary 3

10. GENERAL LOCATION:
Oswego Highway at Cedaroak Drive Section

11. GENERAL DESCRIPTION OF WORK
Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 5/15/81 I approve the revised PS&E documents. A signed copy of the revised title sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUN 2 '81
REFER TO Moehring
FOR
Info Inves P/A

Orig to W (w/att.)
6-3-81

14. DATE 5/20/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9309

3

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

CON

May 13, 1981

Dale E. Wilken
Division Administrator
Federal Highway Administration

D.E. Swan
Operation Programming Engineer

Oswego Hwy. at Cedaroak Drive
Oregon Project IX-9565(10)

Concurrence is requested in rejecting the bids received April 30, 1981 for the subject project. The low bid received from Tice Electric Co. in the amount of $163,950.00 is $19,311.00 or 13.3% above the Engineer's estimate of $144,639.00. We have reviewed the bids and also our estimate, and find that the low bid is too high to accept.

In our review of the low bid we found that there was an extremely high bid for Traffic Control Program, Complete for the Hidden Springs Rd. Intersection and an extremely low bid for the same item at Cedaroak Drive Interchange. To eliminate the possibility of this happening again, this work will be dropped from the contract and be made State furnished Software as an anticipated item. We request authorization to readvertise for bids to be received at our June 11, 1981 bid opening using the PS&E documents basically the same as they were previously.

It is our understanding that the preliminary engineering necessary

1 Verstoeg
Anderson
Olson
Cy Sullivan
Action

RECEIVED
MAY 1981
ROAD DESIGN
SECTION

for any design revisions and readvertising expense will be eligible for reimbursement until the date of readvertising as per FHPM Vol. 6-4-1-6 Par. 11i.

Federal Highway Administration Endorsement

Date ____
I concur in rejecting the low bid.

Dale E. Wilken, Division Administrator
Federal Highway Administration

DAR:bkc

cc: J.H. Versteeg
R. Hacek
J. Sullivan

Section Oswego Hwy [illegible] Springs Rd C West Linn
Programming Estimate $

Highway Oswego
Pr[illegible]Length 0,15

1309
County Clackamas
Completion Time

Kind of Work Grading Paving and Signals
Est. Comp. Date

Prefix 3-1905 - 3-8284
Letting Date April 30, 81
Project No. IX-9565(10) others
$ 147,914^{00}

ESTIMATED CONSTRUCTION AUTHORIZATION

	IX	Cedar-Oak	Hidden Springs	IX-9565(10)	Cedar Oak Non-Par	Hidden Sp Non-Pa
Estimated Contract Amount				$ 40,552	70,375	36,987
Anticipated Additional Items:						
Royalty Payment.						
Permit Fees						
Slide Correction						
Railroad Protective Costs						
Other Railroad Costs						
Permanent Signing						
Permanent Pavement Striping.	600	600	800			
Temporary Pavement Striping.						
Remove Pavement Striping (Exist. & Temp.) . . .						
Temporary Erosion Control						
State Furnished Poles and Controller			16,752	$ 600	1,600	18,727
Roadside Seeding & Mulching						
Asphalt Cement Adjustment.						
On the Job Trainees						
State Responsibility for Damages						
Signal Controller Testing (Engineering)		1,000	1175			
"OPTICOM" Testing (Engineering)						
Bikeway Signs						
Adjust Utilities:						
. . . .						
. . . .						
. . . .						
. . . .						
. . . .						
. . . .						
Subtotal				$ 41,152^{00}	71,975^{00}	55,714
Contingencies (4-1/2%)				1,851^{84}	3,238^{88}	2,507
Engineering (~~8~~, [✓ 9], ~~10~~%)				3,703^{68}	6,477^{75}	5,014^{26}
Subtotal				$ 46,707^{52}	81,691^{63}	63,235^{39}
Credit for				—	—	—
Estimated Net Authorization, Construction				$ 46,707^{52}	81,691^{63}	63,235^{39}

$ 191,634^{54}

APPROVED

Road Design Engineer

CC Jan Rose
3-25-81

Rev. 3/81

SUMMARY

			SEGREGATION OF QUANTITIES		
ITEM	UNIT	QUANTITY	IX-9565 (10)	Cedaroak Drive Non-Participating	Hidden Springs Non-Participating
Mobilization	All	100%	31%	44%	25%
Temporary Protection and Direction of Traffic	All	100%	52%	24%	24%
Temporary Signs	Sq. Ft.	207	81	63	63
Temporary Barricades	Each	4	4		
Flagmen	Hour	200	100	50	50
Roadwork					
Clearing and Grubbing	All	100%	100%		
Embankment in Place	Cu. Yd.	105	105		
Trench Excavation	Cu. Yd.	50	50		
Class 'B' or Class 'C' Asphalt Concrete	Ton	520	520		
12-inch Culvert Pipe	Lin. Ft.	32	32		
18-inch Sewer Pipe	Lin. Ft.	190	190		
Concrete Inlets, Type G-1	Each	2	2		
Concrete Inlets, Type G-2	Each	1	1		
Guard Rail, Type 2A	Lin. Ft.	200	200		
Guard Rail Anchors, Type 1	Each	4	4		
Rail End Pieces, Type C	Each	4	4		
Extra for 8 foot Posts	Each	14	14		
Sidewalk Ramps	Each	1	1		
Extra for Asphalt Approaches	Each	3	3		
Drainage Curbs	Lin. Ft.	325	325		
Traffic Signals					
Cedaroak Drive Intersection					
Traffic Signal Installation Complete		100%		100%	
Traffic Control Program, Complete		100%		100%	
Hidden Spring Road Intersection					
Traffic Signal Installation, Complete		100%			100%
Traffic Control Program, Complete		100%			100%

[illegible]

OREGON STATE HIGHWAY DIVISION
S Y--BID SCHEDULE--COST ESTIMA

Sheet ______ of ______
Date ______

ection Oswego Hwy at Hidden Springs Rd.(Westline County Clackamas
Kind Of Work Signals Length ______ Name ______

No	Item DEVELOPER	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	(25%)	Lump Sum	All	Lump Sum	3,050.00
	Temporary Protection and Direction of Traffic	(24%)	Lump Sum	All	Lump Sum	624.00
	Temporary Signs		Sq. Ft.	63	6.00	378.00
	Flagmen		Hour	50	23.50	1,175.00
	Traffic Signals					
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	24,260.–
	Traffic Control Program, Complete		Lump Sum	All	Lump Sum	7,500.–
						36,987.00

(Cedaroak)

OREGON STATE HIGHWAY DIVISION

ARY--BID SCHEDULE--COST ESTIM

Sheet ______ of ______

Date ______

Section Oswego Hwy.@ Cedar Oak Drive

County Clackamas

Kind Of Work Grading, Paving, Signals Length 0.15

Name B.W. Bergstedt

No	Item CITY	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		Lump Sum	All	Lump Sum	5,368.00
	Temporary Protection and Direction of Traffic	(24%)	Lump Sum	All	Lump Sum	624.00
	Temporary Signs		Sq. Ft.	63	6.00	378.00
	Flagmen		Hour	50	23.50	1,175.00
	Traffic Signals					
	Cedar Oak Drive Intersection					
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	55,330.00
	Traffic Control Program, Complete		Lump Sum	All	Lump Sum	7,500.00
					$	70,375.00

IA [illegible] SUMMARY--BID SCHEDULE--COST ESTIMATE Date 1/26/81

Section Oswego Hwy. AT [Cedaroak Drive & Hidden Spring Road Overstreet] County Clackamas

Kind Of Work Grading, Paving and Signals Length 0.15 miles Name Bill Bergstedt

3-23-81
Bw

No	Item STATE	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	(31%)	All	All		3,782.00
	Temporary Protection and Direction of Traffic		All	All	[illegible]	1,352.00
	Temporary Signs		Sq. Ft	81	6.00	486.00
	Temporary Barricades		Each	4	125.00	500 –
	Flagmen		Hour	100	23.50	2,350 –
	Roadwork					
	Clearing and Grubbing		All	All	–	1500.00
	Embankment in place ~~General Excavation~~		Cu. Yd.	~~75~~ 105	15.00	1575.00
	Trench Excavation		Cu. yd.	50	15.00	750.00
	Class B or Class C Asphalt Concrete		Ton	520	30.00	15,600.00
	12-inch Culvert Pipe		Lin. Ft.	~~[illegible]~~ 32	20.00	640.00
	18-inch Sewer Pipe		Lin. Ft.	190	22.00	4,180.00
	Concrete Inlets, Type G-1		Each	2	500.00	1,000.00
	Concrete Inlets, Type G-2		Each	1	550.00	550.00
	Guard Rail, Type 2A		Lin. Ft.	200	13.00	2,600.00
	Guard Rail Anchors, Type 1		Each	4	300.00	1,200.00
	Rail End Pieces, Type C		Each	4	100.00	400.00
	Extra for 8 Foot Posts		Each	14	8.00	112.00
	Sidewalk Ramps		Each	1	400.00	400.00
	Extra for Asphalt Approaches		Each	3	200.00	600.00
	Drainage Curbs		Lin. Ft.	325	3.00	975.00
					$	40,552

Sheet

Date 1/26/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

Section Oswego Hwy. AT [Cedar [illegible] ive & Hidden Springs Rd [illegible]]

County Clackamas

Kind Of Work Grading, Paving and Signals

Length 0.15 mile

Name Bill Bergstedt

3-23-81

No	Item OVERALL COMB PROJ.	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(9%)	12,200
	Temporary Protection and Direction of Traffic		All	All		2,600
	Temporary Signs		Sq. Ft	207	6^{00}	1242 -
	Temporary Barricades		Each	4	125^{00}	500 -
	Flagmen		Hour	200	23^{50}	4700 -
	Roadwork					
	Clearing and Grubbing		All	All	-	1500^{00}
	Embankment in place ~~General Excavation~~		Cu. Yd.	105	15^{00}	1575^{00}
	Trench Excavation		Cu. yd.	50	15^{00}	750^{00}
	Class B or Class C Asphalt Concrete		Ton	520	30^{00}	$15,600^{00}$
	12-inch Culvert Pipe		Lin. Ft.	32	20^{00}	640^{00}
	18-inch Sewer Pipe		Lin. Ft.	190	22^{00}	$4,180^{00}$
	Concrete Inlets, Type G-1		Each	2	500^{00}	$1,000^{00}$
	Concrete Inlets, Type G-2		Each	1	550^{00}	550^{00}
	Guard Rail, Type 2A		Lin. Ft.	200	13^{00}	$2,600^{00}$
	Guard Rail Anchors, Type 1		Each	4	300^{00}	$1,200^{00}$
	Rail End Pieces, Type C		Each	4	100^{00}	400^{00}
	Extra for 8 Foot Posts		Each	14	8^{00}	112^{00}
	Sidewalk Ramps		Each	1	400^{00}	400^{00}
	Extra for Asphalt Approaches		Each	3	200^{00}	600^{00}
	Drainage Curbs		Lin. Ft.	325	3^{00}	975^{00}

STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date 1/26/81

Section Oswego Hwy. At [Cedaroak Drive & Hidden Springs]

County Clackamas

Kind Of Work Grading, Paving and Signals

Length 0.15

Name Bill Borgstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Traffic Signals					
	Cedaroak Drive Intersection					
	Traffic Signal Installation, Complete		All	All	–	55,330
	Traffic Control Program, Complete		All	All	–	7,500
	Hidden Spring Road Intersection					
	Traffic Signal Installation, Complete		All	All	–	24,260
	Traffic Control Program, Complete		All	All	–	7,500 ~~15,000~~
						[illegible]

Section Oswego [illegible] Springs Rd C west [illegible] Programming Estimate $ 110[illegible]
Highway 130T Oswego Pr t Length 0.15
County Clackamas Completion Time 90 Cal days ~~200 Cal days~~
Kind of Work Grading Paving and Signals Est. Comp. Date 12-17-81
Prefix 3-1905 - 3-8284 Letting Date April 30, 81 Project No. 1X-9565(10) others
$ ~~147,914.00~~ $144,639

ESTIMATED CONSTRUCTION AUTHORIZATION

	1X	Cedar-Oak	Hidden Springs	1X-9565(10)	Cedar Oak Non-Par	Hidden S Non-
Estimated Contract Amount				$ ~~40,552~~ 38,657.00	~~70,375~~ 69,495.00	~~36,98~~ 36,481
Anticipated Additional Items:						
Royalty Payment.						
Permit Fees						
Slide Correction						
Railroad Protective Costs						
Other Railroad Costs						
Permanent Signing						
Permanent Pavement Striping.	600	600	800			
Temporary Pavement Striping.						
Remove Pavement Striping (Exist. & Temp.) . . .						
Temporary Erosion Control						
State Furnished Poles and Controller			16,752	$ 600	~~1,600~~ 2,600	18,72
Roadside Seeding & Mulching						
Asphalt Cement Adjustment						
On the Job Trainees						
State Responsibility for Damages						
Signal Controller Testing (Engineering)		1,000	1175			
"OPTICOM" Testing (Engineering)						
Bikeway Signs						
Adjust Utilities:						
Additional Detector Loops (Cedar Oak)		1,000				
. . . .						
. . . .						
. . . .						
. . . .						
Subtotal				$ 39,257.00	72,095.00	55,214
Contingencies (4-1/2%)				1,766.57	3,244.28	2,481
Engineering (8, [✓ 9], 10%)				3,533.13	6,488.55	4,969
Subtotal				$ 44,556.70	81,827.83	62,667
Credit for ________________				—	—	—
				44,556.70	81,827.83	62,667.
Estimated Net Authorization, Construction				$ ~~46,707.52~~	~~82,826.63~~	~~63,22~~

A ~~191,654~~ 54
A ~~192,919.54~~
190,[illegible]42

APPROVED

J H Westing
Road Design Engineer

APPROVED
Dale K. Watkins
Acting FINAL DESIGN ENGR.
4-15-81

W

Rev. 3/81

9309

Section Oswego Hwy @ Cedaroak Drive & Hidden Springs Rd (West Linn) Programming Estimate $ 192,000

Highway Oswego Project Length 0,15

County Clackamas Completion Time 90 Cal days ~~200 Cal days~~

Kind of Work Grading Paving and Signals Est. Comp. Date 12-17-81

Prefix 3-1905 - 3-8284 Letting Date April 30, 81 Project No. 1X-9565(10) others

$ 147,914.00

ESTIMATED CONSTRUCTION AUTHORIZATION

	1X-9565(10)	Cedar Oak Non-Par	HiddenS Non-
Estimated Contract Amount	$ 40,552.–	70,375 –	~~36~~,987

Anticipated Additional Items:	1X	Cedar-Oak	Hidden Springs
Royalty Payment.			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping.	600	600	800
Temporary Pavement Striping.			
Remove Pavement Striping (Exist. & Temp.) . . .			
Temporary Erosion Control			
State Furnished Poles and Controller			16,752
Roadside Seeding & Mulching			
Asphalt Cement Adjustment			
On the Job Trainees			
State Responsibility for Damages			
Signal Controller Testing (Engineering)		1,000	1175
"OPTICOM" Testing (Engineering)			
Bikeway Signs			
Adjust Utilities:			
Additional Detector Loops (Cedar Oak .)		1,000	

	1X-9565(10)	Cedar Oak Non-Par	HiddenS Non-
Anticipated Additional Items	$ 600	~~1,600~~ 2,600	18,72
Subtotal	$ 41,152.00	72,975.00	55,714
Contingencies (4-1/2%)	1,851.84	3,283.88	2,507
Engineering (~~8~~, [✓ 9], ~~10~~%)	3,703.68	6,567.75	5,014
Subtotal	$ 46,707.52	82 826.63	63,235
Credit for	–	–	–
Estimated Net Authorization, Construction	$ 46,707.52	82,826.63	63,235 –

$ ~~191,634~~ 54

$ 192,769.54

APPROVED

Road Design Engineer

Rev. 3/81

9304

L

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: FILE

DATE: April 20, 1981

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 30, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 30, 1981 on the following projects:

1. Meacham Rock Production
   Umatilla and Union Counties
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Wallowa Lake Hwy @ Monroe Avenue (La Grande)
   Union County
   Traffic Signals

   Same as No. 1.

3. Beaverton-Tualatin Hwy @ S.W. Locust Street
   Washington County
   Traffic Signals

   Same as No. 1.

4. Powder River (Beaver Creek Road) Bridge
   Beaver Creek Road, Baker County
   Structure

   Twenty-eight-foot roadway on sturcture and approached. Aggregate surfacing on approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Contains
Recycled
Materials
81-125-1387

5. Oswego Highway @ Cedaroak Drive and Hidden Springs Road
West Linn, Clackamas County
Traffic Signals

Six-foot bike lanes, right and left will be constructed on this project.

6. S. Bank Chetco River Rd. U'Xing @ Oregon Coast Highway
FAS A301, Curry County
Grading and Paving

Six-foot shoulders will be provided for bicycle and pedestrian traffic.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

7. Deschutes River (Twin Bridges Road) Bridge
Deschutes County
Structure

Thirty-two-foot roadway. Aggregate surfacing on approaches.

Same as No. 4.

8. Little Deschutes River (Masten Road) Bridge
Deschutes County
Structure

Thirty-two-foot roadway of which twenty-eight feet are paved.

Same as No. 6.

9. Redmond S.C.L.-Whittemore Road, N. Unit
The Dalles-California Highway, Deschutes County
Grading and Paving

Six-foot bike lanes, right and left, to be constructed on this project.

10. 28th Avenue-34th Avenue (Eugene)
    Hilyard Street, Lane County
    Grading, Paving and Appurtenances
    Sidewalks, Bikeway Sidewalks and Independent Bikeway and Bike Shelters to be constructed on this project.

11. "S" Curve (Woodburn)
    Hillsboro-Silverton Highway, Marion County
    Grading and Paving.

    Four-foot shoulders and a five-foot sidewalk ae available for bicycle and pedestrian traffic.

12. Willamette River (Marion Street) Bridge (Salem)
    Willamina-Salem Highway, Polk and Marion Counties
    Structure.

    A ten-foot independent bikeway will be constructed on this project.

13. N. Yamhill River (Oak Ridge Road) Bridge
    Yamhill County
    Structure.

    Twenty-eight-foot roadway on structure and approaches.

    Same as No. 6.

14. Lake-Harney County Line Rock Production
    Central Oregon Highway, Harney County
    Aggregate Crushing

    Same as No. 1.

HSC:RS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9309

4-8-81

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9565(10)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 90177

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/8/81
8. FEDERAL ROUTE NUMBER FAU 9565
9. STATE ROUTE NUMBER Primary 3

10. GENERAL LOCATION:
Oswego Highway at Cedaroak Drive (West Linn)

11. GENERAL DESCRIPTION OF WORK
Channelization and Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping S.F. $2,000
(Federal aid participation 30%)
State Furnished Poles and controller
$16,752 (Federal aid-Non participating)

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's April 6, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $189,164 Federal Funds $34,438.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
APR 20 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | A | File

14. DATE 4/8/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

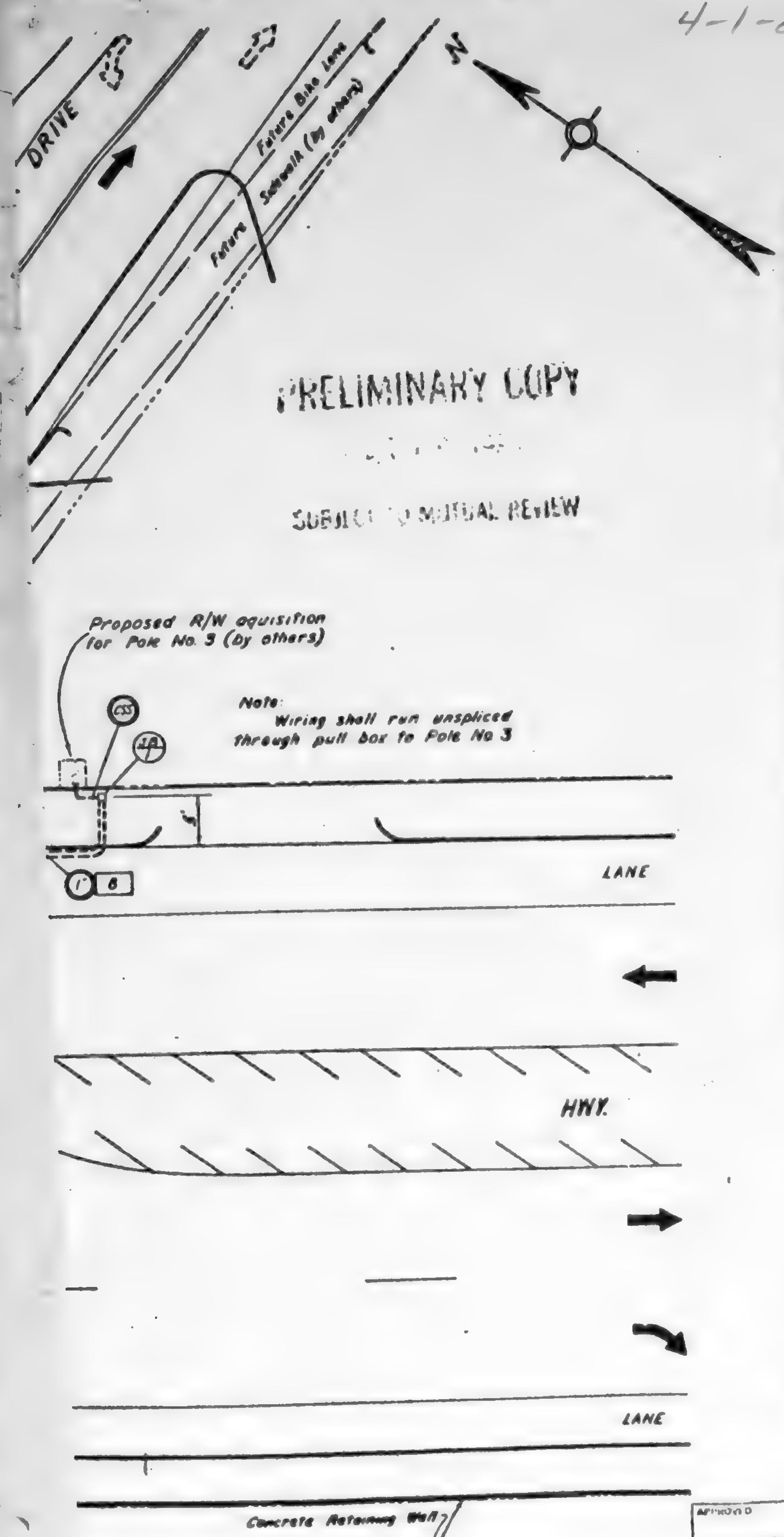
FORM PR-1240 (Rev. 12-79)   PREVIOUS EDITIONS MAY BE USED

9309

4-1-81

SIGNAL PLAN
OSWEGO HWY. AT CEDAROAK DRIVE

SCALE 0 10 20 40 FEET



DRIVE
Future Bike Lane
Future Sidewalk (by others)
N
Proposed R/W aquisition for Pole No. 3 (by others)
CSS
1" 8
LANE
HWY.
LANE
Concrete Retaining Wall

PRELIMINARY COPY

SUBJECT TO MUTUAL REVIEW

Note: Wiring shall run unspliced through pull box to Pole No 3

L E G E N D

EX/1	Maintain and protect existing power pole (power source)
C	Install Model 170 controller in Model 332 cabinet
SP/T	Install type (T) standard strain pole
BP	Install combination strain and mast arm pole (See Special Provisions)
PP/1	Install pedestrian signal pedestal with frangible base
X/Ph	Install phase (Ph) vehicle signal
PV/Ph	Install phase (Ph) programmed vehicle signal
P/T	Install type (T) modified pedestrian signal
PB/Ph	Install phase (Ph) pedestrian pushbutton with instruction sign
DS/2L	Install interior-illuminated "LEFT TURN SIGNAL" sign
TC	Install terminal cabinet
SA	Install service cabinet with 30 amp SPST circuit breaker
MS	Install 120 volt meter base
C	Install one No. 10 type THWN wire (signal system common)
N	Install (N) No. 14 type THWN wires
N/G	Install (N) No. (G) type TW wires
2X/G	Install (X)-(N) wire No. (G) control cables
59	Install 3/8" galvanized steel messenger cable
40	Install 1/4" galvanized steel tether wire
S	Install (S) inch electrical conduit
CS	Install 1 1/2" conduit stub for future detector feeder cables (Cap both ends)
CSS	Install 1" conduit stub (Future Pole 3 relocation, cap ends)
JB/1	Install 17 1/4" x 10 1/2" x 12" d reinforced concrete pull box (See detail)

A = Standard plumbizer

E = Elevator plumbizer

T = Type shown

Ph = Phase shown

X = Number shown

N = Number of conductors shown

G = AWG size shown

S = Size shown

425 = 12" R, 8" Y, 8" G

456 = 12" R, 12" Y, 12" G

458 = 12" R, 12" Y, 12" GLTA

J. Wayne Dayle P.E.

CITY APPROVAL

April 1 1981

DATE

APPROVED

TRAFFIC ENGINEER

3/19/81

DATE

DESIGNED BY AA

CHECKED BY WG

OREGON STATE HIGHWAY DIVISION

TRAFFIC [illegible] SECTION

TRAFFIC SIGNAL INSTALLATION

OSWEGO HWY. AT CEDAROAK DRIVE & HIDDEN SPRINGS RD. (WEST LINN)

OSWEGO HIGHWAY

CLACKAMAS COUNTY

DATE March 1981

Accompanied by Drwgs M70, M71, M72, M73, M88, 35009, 35010, S-1, S-6, 8003, 8004, & 8005, 2990 & 2991

T.E. DWG NO. 8002

[illegible] 3

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/27/81
Donald L Trout

June 11,
~~[illegible]~~
~~March 26~~, 1981 Bid Letting ____________ All Clear Deadline
Oswego Hwy @ Cedaroak Dr. (West Linn)
SECTION Oswego Hwy. @ Hidden Springs Rd.
Highway Oswego (3)
County Clackamas Region 1
Type of Work Lt Tn Refg-Signal Funds STATE FAI-X
State ___ Consultant ___ Plans Avail. ___ Yes ___ No Comb
IX-9565 (10)

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
						3NM
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☒				

9309.

C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

RECEIVED
STATE HWY ENGR
FEB 27 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

In Reply Refer To
File No

February 26, 1981

Mr. John Buol
Acting City Administrator
City of West Linn
4900 Portland Avenue
West Linn, OR 97068

Dear Sir:

This is in answer to your February 23 letter inquiring into a "change of policy" regarding the contracting of the traffic signals at Hidden Springs Road and Cedaroak Drive. There was no "change of policy" and I'll explain why I can say that.

During the week of February 2 through 6 I became aware that our design being done in Salem for the signal at Cedaroak Drive had been stopped because of a traffic plan that had been delivered to Salem by the Task Force. This had created confusion in the minds of the designers as to what plan they should be using, so I was asked to clarify this. I then learned that the City Engineer was working on a design which would be presented to the Council on February 11th. At that time the Highway Division's intent was to let both signals under the same contract. On February 9th I called the City Engineer and told him that it would be possible for us to separate the projects and build them as separate contracts. My reason fur suggesting this was that I could foresee the possibility of a significant delay in the Cedaroak design, which then would delay both signals. By separating the work we could get the Hidden Springs signal contracted immediately and thus get some improvement on the highway in the immediate future. My intent in suggesting this was to buy time for the Council for their deliberations on what the Cedaroak Drive design should be. It should also be kept in mind that if right-of-way is involved in a project that this must be "cleared" before the project can be advertised, which many times adds significant delay to a project while the right-of-way is being acquired. Knowing this, I wanted to give the Council the option of getting one signal in operation as quickly as possible and still give time for study of the design of the Cedaroak intersection. I asked the City Engineer to relay this possibility to the Council in the hope that it would help in their deliberations. I did not say that the State was going to separate the projects; I did not say the State was considering separating the projects; I did say that we could do that if there was a good reason for it. If my message was not understood, I apologize for the confusion.

On February 12th I received a call from Val West, who made it clear to me that he did not want the Hidden Springs signal separated from the Cedaroak Drive signal, he wanted them contracted as one project. His reasoning was that back in November when he had agreed to the combining of contracts he felt that he had given up the immediate installation of the Hidden Springs signal in favor of the cost savings and benefits to traffic of doing both signals under one contract. His feeling was that he wanted to stay with that concept and thus realize whatever cost savings would flow from the one contract. Since he is providing the funding for the Hidden Springs signal, I felt that his point was valid.

In summary, since November the Highway Division has been looking at the Hidden Springs and Cedaroak Drive signals as one contract. When I learned of a possible hangup in the design of the intersection of Cedaroak Drive which could possibly delay the contracting of both signals, I wanted to make it known to the Council that we had the option of splitting the projects in order to get the Hidden Springs signal installed as quickly as possible. This was merely offered as an option to give the Council time to study the Cedaroak question. My suggestion was made with the best intentions and I'm sorry for any misunderstandings that it has created.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Region Engineer

cc Wayne Daigle, City of West Linn
   Val West, Robinwood Shopping Center

ELH/cp
bc L. W. Rulien w/attachment
   Bill Geibel "

City of West Linn

4900 Portland Avenue • West Linn, Oregon 97068 • Phone: 656-4261

RECEIVED
UE
SO REGION 1 RBI
RO

February 23, 1981

Edward L. Hardt,
Region Engineer
Department of Transportation
Highway Division
Region 1
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Dear Mr. Hardt,

The West Linn City Council at an adjourned regular meeting on February 18, 1981, approved a proposal plan for Cedaroak Drive traffic pattern to State Highway No. 43. The City Engineer, Wayne Daigle will be preparing the approved traffic pattern for delivery to your office on or before Friday, February 27, 1981.

The approved traffic design does require the City the acquisition of right-of-way for the project. We are in the process of contacting the property owner to acquire the necessary right-of-way. We will inform you when we have completed the acquisition of the property for the project.

The City Council has also requested we contact the owners of the property on the north side of Cedaroak Drive at a later date for a possible bike lane. This will not be included in this project at this time.

In regard to the traffic signal at Hidden Springs Road the City Council at their February 11, 1981 meeting was advised by the City Engineer that the State Highway Division would like to proceed with the installation of the traffic signal at Hidden Springs Road as a seperate project. In your letter of February 13, 1981 you state the two traffic signals will be bid at the same time. The City Council is interested in why the change of policy within a one week period. We admit the City Engineer did not inform you of the City Council action of February 11, 1981, of approving the project being bid as seperate projects. The City Council is in agreement with both traffic signals being bid at the same time.

We would appreciate your comment on this matter.

Sincerely,

John A Buol

JOHN A. BUOL
Acting City Administrator

cc: City Engineer, Val West, Robinwood Neighborhood Association
JAB:djn

9304

VICTOR ATIYEH

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

RECEIVED
REG. HWY ENGR
FEB 17 '81
REFER TO
FOR
Info | Inves. | R.D. | C | Sum | Act | File

NOTED
H. S. COULTER

In Reply Refer To
File No

February 13, 1981

Mr. Alan Brickley
Mayor of West Linn
City Hall
West Linn, OR 97068

Dear Sir:

A meeting was held in my office on November 21, 1980 to discuss the Robinwood Shopping Center. Several incumbent City Council members were present, as well as several newly-elected members. Members of the traffic task force were present, as well as Val West, Senator Groener, and Highway Division staff. At this meeting I proposed, and it was generally accepted by all present, that it would be prudent to construct the Hidden Springs and Cedaroak Drive traffic signals under one contract.

At the time of the November meeting our schedule showed the project to be advertised for the February bid opening. Since that time the project has slipped to the extent that we expected it to be advertised for the March bid opening. Unfortunately, just recently there have been questions raised about the traffic configuration of Cedaroak Drive, which has caused the project to be placed on hold until these questions have been resolved. I was advised by Val West on February 12 that he does not want the Hidden Springs signal contracted separately, feeling that by doing so he will have lost the benefit of any cost savings to be realized by contracting both signals together, since he is funding the Hidden Springs signal. That being the case, it is necessary that the City advise the Highway Division as to its wishes for the traffic pattern for Cedaroak Drive in order that the project move ahead. In order to make the April bid opening we must have this information in our hands by February 27. It is requested that information of this sort be directed from the City to my office, since it must be reviewed here before it is transmitted for design at headquarters in Salem. This would eliminate the recent confusion that was created when a task force plan was evidently hand-carried to Salem which caused the whole design process to be halted until the confusion about the validity of the plan was cleared up. Incidentally, if the design requires the acquisition of right-of-way the property in question must be "cleared" before the project can be advertised, so time for this must also be taken into account.

By copy of this letter I am advising Val West that, according to his instructions to me on February 12, we will not contract the Hidden Springs signal separately, but will hold the project until we receive the Cedaroak design from the City. This means that we cannot predict when the project will be contracted since we are dependent on the City furnishing us with this plan. I assume that this is acceptable to him.

Please be advised that (1) the project for the two traffic signals is now presently held in abeyance in our Design Section in Salem pending receipt of the City's plan for the Cedaroak traffic pattern and (2) my staff stands ready to help you with this design if you so desire.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Region Engineer

cc John Buol, Acting City Administrator
Val West

ELH/cp
bc Larry Rulien
Adrian Olson
Bill Geibel
Bud George

9304

L.

February 4, 1981

City of West Linn
City Hall
West Linn, OR 97068

AGR 4

Attention: Wayne L. Paterson
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7424

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic control signal equipment on the Oswego Highway at Cedaroaks Drive.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agreement attached)

9309

1X-9565 (10)

CITY OF WEST LINN

RESOLUTION NO. 1113

WHEREAS: There presently exists a requirement for traffic control signals at the intersection of Highway No. 43 (Oswego Highway, State Primary Highway No. 3) and Cedaroaks Drive in the City of West Linn, Oregon, and,

on, acting through its Department of
has indicated that they will design,
ntain said signal with the City of
ectrical energy to operate the signal,

BY THE COMMON COUNCIL OF THE CITY

y and through its designated City
into an agreement with the Oregon State
ay Division, to provide for the design,
affic control signals and appurtenant
o Highway, State Primary Highway No. 3)
oaks Drive in the City of West Linn with
the City to pay all costs for electrical energy to operate the system.

PASSED BY THE COMMON COUNCIL THIS 14th day of January, 1981.

APPROVED BY THE MAYOR THIS 14th day of January, 1981.

Mayor

ATTEST:

Fayne L. Peterson
City Recorder

Date 1/20/81

From Metro JON ROSE

To [redacted]

[✓ Program Mgmt.] Traffic Region 1

Comments: Here are 3 copies of the Cedaroaks/Oswego Hwy agreement, signed by City officials and approved by the Metro Administrator. Please process.

Jon Rose

9309

TRA 7-6

STATE OF OREGON

INTEROFFICE MEMO

West Linn

TO: V. E. Skoog
Highway Controller

DATE: January 7, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Prefix
Oswego Highway at Cedaroak Drive (West Linn)
Clackamas County
Prefix 3-1905

The traffic signal at the above-subject intersection is currently scheduled for the March 26, 1981 bid opening. The traffic signal and the widening for the left-turn lane are using the same prefix.

Because the City is only committed to sharing the cost of the signal, it would be advantageous if a separate prefix could be assigned to the contruction of the left-turn lane. Work already done could be back charged to the new prefix. Would you please notify this office as soon as possible.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

WRZ:er

cc: D. O. Christensen
M. J. Klotz

REFERRED TO
Beard
Cole
Eriksen
Hager
Stoudenmeyer
✓ Mann NEW
Watson
Dorn
Leu
Do File Copy Due
[✓ Return]
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen DOU
Olson
Sullivan
RECEIVED
JAN 0 9 1981
ROAD DESIGN
SECTION

Contains Recycled Materials
81-125-1387

SP*75883-125

9309 1-2-81 L.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. X-9565(10)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator FHWA - Oregon Division	PROGRAM NO.	COUNTY NAME Clackamas
	ITEM NO. 90177	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '81
REFER TO Mocluing
FOR
Info | File

1-13 [illegible]

DATE PS&E APPROVED 1/6/81	DATE AUTHORIZATION EFFECTIVE 1/6/81	FEDERAL ROUTE NUMBER FAU 9565 STATE ROUTE NUMBER Primary 3

GENERAL LOCATION:

Oswego Highway at Cedaroak Drive (West Linn) Section

GENERAL DESCRIPTION OF WORK:

Channelization and Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12/5/80 letter you are authorized to proceed with actions necessary to advance the subject project at a TEC of $152,230 Federal Funds $34,438.

DATE 1/6/81	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-631-685

9309

January 6, 1981

CON 21-2

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2, 1979 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the months of October 1980 through December 1980 are the following:

Portland

1) East Main St.-East City Limits (Hillsboro) Sec.
2) Gateway Area Traffic Signal Intertie
3) Hollywood District Transportation Project
4) N. Interstate Ave. @ N. Tillamook St. (Portland) Sec.
5) Oswego Hwy. @ Cedaroak Dr. (W. Linn) Sec.
6) NE Columbia Blvd. @ NE 47th Ave. (Portland) Sec.

Note: There were no projects submitted for the Salem urbanized area during this period of time.

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

F.B. Klaboe
Director

JLG: jv

bc: H. S. Coulter
L. W. Rulien
D. H. Moehring
R. N. Bothman
E. S. Hunter
C. O. Fredrickson

9354

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: Duane O. Christensen
Final Design Engineer

DATE: December 17, 1980

FROM: D. E. Shaffer
Bicycle Route Engineer Don

SUBJECT: Bicycle Lanes at Hidden
Springs and Oswego Highway

NOTED
E. S. HUNTER

I was recently made aware of a letter from L. E. George to you regarding the proposed location of the bicycle lanes on the Cedar Oak Drive-Hidden Springs Street Project.

All of the bicycle program specialists I have consulted agree with the new California "Planning and Design Criteria" the proposed Federal "Design and Construction Criteria", which recommend placing the bicycle lane adjacent to the travel lane between the travel lane and the mandatory right-turn lane. This is also the configuration given in the MUTCD which was recently adopted by the Transportation Commission. It appears that Mr. George's recommendation to put the bike lane to the right of the right-turn lane may be in conflict with accepted standards. If so, anyone injured at such a location would probably have legal recourse under the doctrine of tort liability.

Since I have been unable to resolve this issue with Mr. George, will you please delay implementing his recommendation until we have had a chance to give it further study.

DES:FET:ab ge

cc: E. S. Hunter
J. H. Versteeg
F. E. Terpin
E. L. Hardt
W. W. Geibel
L. E. George

RECEIVED
TECHNICAL SERVICES
DEC 19 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

December 5, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90177
Project No. IX-9565(10)
Oswego Hwy. @ Cedaroak Dr. (W. Linn) Sec.
Oswego Highway
Clackamas County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's intention to request PS&E approval upon availability of Substitution funds.

I request transfer of Interstate Substitution General Funds for a portion of the construction of the subject project. This action will involve an estimated total cost of $40,515 with Substitution funds in the amount of $34,438.

This request is based on the December 3 letter to you from Mr. F.B. Klaboe, Director of the Department of Transportation.

JLG:bke
Attachments
cc: R.N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
✓ Gary Zehner, w/att.
General Files

G

Budget Bureau No. 41-R2067

U.S

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

December 5, 1980

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65		PRESENT	FUTURE (66)–(70)	YEAR (71)–(72)	REGION	STATE NAME
2		SR 43, Intersection Cedaroak Dr. (W. Linn)	ADT	11,300	---	--	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	PROJECT NUMBER PREFIX LETTER(S) 14–23	PROJECT NUMBER NUMBER 7
3	Channelization & Traffic Signal								IX-	9565

CARD 4

CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded (I-505)

NAME OF URBAN AREA 17-31: Portland

COUNTY NAME: Clackamas

CO (14

ROUTE NO. M — FEDERAL-AID: 9565 (32) — STATE: 3 (36) — U.S. (37): ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) TOPICS Y008 Y031		"Oswego Hwy. @ Cedaroak Dr. (W. Linn) Section"	0.0	111,715 40,515	---- 34,438*	86,715 6,077	25,000 ----

CARD	CODE	PREPARED BY		PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	JLG			0.0	152,230	34,438	92,792	25,000
1	14	PROGRAM APPROVAL DATES	10-18-78 10-01-80			(16) (23)	(24) (33)		

*Fixed Funds

REMARKS
Additional Data: Item No. 901
No. M-9565(8

0031905

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

December 5, 1980

CT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
3, Intersection Cedaroak Dr. (W. Linn)	ADT	11,300	---	--	10	Oregon	41	823	90177

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
raffic Signal								IX-	9565	(10)		

tate Substitutions General Funded (I-505)

Portland

COUNTY NAME	Clackamas		CODE 005	PROGRAM STAGE ☐ 1 OR ☐ 2
ROUTE NO. M	FEDERAL-AID 9565	STATE 3	U.S. ---	

ORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City	CHARACTER OF PROPOSED WORK (Full description)
46	53							
W								
NST DE) ICS 08 31		"Oswego Hwy. @ Cedaroak Dr. (W. Linn) Section"	0.0	111,715 40,515	---- 34,438*	86,715 6,077	25,000 ----	ROW-80' normal; Access Control-none; Parking Restrictions-complete.
	JLG	PROJECT TOTALS	0.0	152,230	34,438	92,792	25,000	

VAL DATES
10-18-78
10-01-80

*Fixed Funds

REMARKS
Additional Data: Item No. 90177; Project No. M-9565(8).

-over-

USCOMM DUSCOMM-DC 48905-P61

Oswego Hwy. @ Cedaroak Drive Section
Project No. IX-9565(10)

Project Data: The work consists of Construct channelization requiring grade, drain, high-type pave to provide left-turn median lane, install multiphase traffic signal and perform incidental work common to this type of project. Adjust utilities as required.

Data for PR-37:

Type Code	TEC	FF	State	City	Work
Y008	$102,230	$34,438	$67,792	--------	Channelization
Y031	50,000	------	25,000	25,000	Signal
	$152,230	$34,438	$92,792	$25,000	

Note: 1) This project is in Congressional District No. 1.
2) Included in MSD FY '81 TIP/AE on page 164 line 131.

9309

2.

December 3, 1980

CON 21-2

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Industrial Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that the following project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Oswego Hwy @ Cedaroak Dr. (W. Linn) Section
Oswego Highway

I have directed the Project Management Branch of the Highway Division to process this project with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc: Metropolitan Service District

bc: H. S. Coulter
D. H. Moehring
R. N. Bothman

JLG:bke jv

9309

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
~~P.O. BOX 02357, PORTLAND, OREGON 97202~~ PHONE 653-3090
9002 SE McLoughlin Blvd., Milwaukie 97222

December 3, 1980

In Reply Refer to
File No.:

Mr. Val West
Robinwood Shopping Center
15796 S. Boardwalk
Oregon City, OR 97045

Dear Sir:

I have your December 1 letter which expresses your feelings for the City of West Linn's recent action confirming their recommendation to prohibit the mid-block left-turn access into the Robinwood Shopping Center. I am confused by your comment that perhaps the City of West Linn would amend the ordinance to permit the left turn. We sat through a 2½-hour hearing on November 26 in Council chambers, the culmination of which was a vote by the Council affirming their previous recommendation to the Highway Division to prohibit the left turn. They took into account the testimony of the tenants of the shopping center and the fact that traffic signals will be installed at Hidden Springs Road and Cedaroak Drive and still are recommending to us the left-turn prohibition. I see no reason for the City Council to change their position at this time.

As you know, my concern with the City's recommendation is that in effect they are requesting that we modify the terms of the access permit issued to your firm for the shopping center. We worked out jointly with City staff and you what we felt was the best plan for handling traffic for the Center and in order to comply with the City's recommendation we would have to modify that permit by the exclusion of the mid-block left turn. If you have no objections to this modification, we will amend the permit and stripe and sign the highway accordingly. If you do object to prohibiting the left turn, then that is an entirely different matter. Before proceeding further the Highway Division needs to know from you if you would have any objections to modifying the terms of your access permit in order to prohibit the left turn into the mid-block access. Please advise.

Very truly yours,

**ORIGINAL SIGNED BY
EDWARD L. HARDT**

Edward L. Hardt
Region Engineer

RECEIVED
STATE HWY ENGR
DEC 4 - '80
REFER TO
FOR
Info
Inves
R/D
D/R
Sgn
Act
File

ELH/cp
bc L. W. Rulien w/attachment
Bill Geibel "

ROBINWOOD SHOPPING CENTER

19121 PACIFIC HIGHWAY - WEST LINN, OREGON

Mailing Address:
15796 S. Boardwalk
Oregon City, Oregon 97045
Telephone 655-9155

December 1, 1980

OE RE RME RCE BE
TE RECEIVED RSM
UE DEC - 2 1980 RSC
SO REGION I RBI
TO

Edward L. Hardt
Region Engineer
Department of Transportation
Highway Division - Region 1
9002 SE McLoughlin Blvd.
Milwaukie, Oregon - 97222

Dear Mr. Hardt:

Thank you for your quick attention to the traffic issues at Robinwood Shopping Center mentioned in your November 28, 1980 letter.

It is our feeling that we have no expertise with regards to safety design and movement of traffic. Therefore, we feel we can neither object to nor agree with the City's request you had attached to your letter.

Possibly the City of West Linn would amend the ordinance to permit the left turn for northbound traffic on Highway 43 at the midblock intersection into the Robinwood Center, thereby providing an acceptable plan for the Department of Transportation, the City of West Linn and the Robinwood Shopping Center.

We feel very much encouraged by the agreement of the Department of Transportation and City of West Linn to install the traffic light at Cedar Oak Drive. The addition of this traffic light in conjunction with the Hidden Springs light and the striping program planned for this area will be a welcomed improvement to Highway 43. We look forward to the added control of traffic by the installation of these traffic lights. It seems to us to be an added improvement to the permit plans for handling traffic in the Robinwood Shopping Center area; this should further encourage the City of West Linn to amend the ordinance to permit the left turn at the midblock entrance to the Robinwood Shopping Center.

We have and will continue to rely on the expertise of the Department of Transportation to continue with the design for the safety and traffic flow in this area.

Should you have any questions regarding our opinion, please let us know as quickly as possible.

Yours truly,

Val West
ROBINWOOD SHOPPING CENTER

VW/hb

9364

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
~~P.O. BOX 02157, PORTLAND, OREGON 97202~~ PHONE 653-3090
9002 SE McLoughlin Blvd., Milwaukie 97222

November 28, 1980

In Reply Refer to
File No.:

Mr. Val West
4344 Cedaroak Dr.
West Linn, OR 97068

Dear Sir:

At the West Linn City Council meeting on November 26 the Council approved a motion to recommend to the Highway Division that the access permit issued to Robinwood Center by the Highway Division be modified to prohibit the mid-block left-turn access. This prohibition would be for a period of time not to exceed six months after the installation of a traffic signal for the center, at which time the Highway Division would determine whether to continue the prohibition or to modify the access to allow the left turn. I've attached a copy of a November 26 letter from City Administrator Clifford Sanders which contains the verbatim motion by the Council.

At the present time our schedule is to advertise for bids for the Hidden Springs traffic signal in February of 1981. Incidentally, we hope that the plans and specifications for the Cedaroak signal will be ready at the same time and both signals will be let as one contract. Allowing about eight months for the installation of the signal, it should be operational during October or November of 1981. This would mean that the six-months trial of the prohibited left turn traffic pattern at the mid-block access would terminate around March of 1982, following the terms of the City's request. I would like to know if you have any objections to following the City's request. I'd appreciate hearing from you as soon as possible.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Region Engineer

ELH/cp
bc L. W. Rulien w/attachment
Bill Geibel "

RECEIVED
STATE HWY ENGR
DEC 1 - '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

CITY OF WEST LINN OREGON

City of West Linn

4900 Portland Avenue • West Linn, Oregon 97068 • Phone: 656-4261

November 26, 1980

UE RE RME NOV
TE RECEIVED RSM
UE 1980 RSC
SO REGION I RBI
TO

Mr. Edward L. Hardt
Region Engineer
Highway Division
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Dear Mr. Hardt,

At their Special Meeting of Wednesday morning, November 26, 1980, the West Linn City Council, by a three to two vote, adopted the following motion:

Moved by Hart with a second by Hooley:

> *"To advise the State Highway Department that the City Council will not accept any potential liability which may result from the prohibition of a left-turn into the Robinwood Shopping Center at the mid-block access.*
>
> *To recommend to the State Highway Department that their permit issued to Robinwood Center which included a left-turn at mid-block access point be amended to prohibit that left turn for a period not to exceed six months after a light is installed which serves the center. At that time the Highway Department will determine whether to continue the prohibition or to modify the access to allow left turn at that point."*

Motion carried with Hart, Hooley, and DeJardin voting yes while Allen, and Druback voted no.

Sincerely,

Clifford L. Sanders
CLIFFORD L. SANDERS
City Administrator

CLS:djn

9309 3

ROAD DESIGN SECTION LOC 3

November 20, 1980

L. E. George
Traffic Engineer

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Oswego Highway at Cedaroak Drive and
Oswego Highway at Hidden Springs Road
Oswego Highway
Clackamas County

Two proposals have been made for the location of the bikeways on this project:

1. Adjacent to the curb.
2. Adjacent to the through travel lane.

There are inherent problems with both proposals. With the bikeway adjacent to the curb, the right-turn only lane forces cars to turn across the bikeway at the entrance to the Robinwood Shopping Center.

With the bikeway adjacent to the through lane, this places the bikeway between the through lane and the "right-turn only" lane. This seems a little "scary".

Would you review these proposals and give us your recommendation as to the location and handling of the bikeway.

Attached are sketches showing the two bikeway proposals.

Also attached are prints of the above subject projects showing the proposed lanes, medians and traffic handling methods. Would you review these and give us your comments and recommendations. We are particularly concerned regarding the merge movements at Hidden Springs Street.

This project is scheduled for a February 26, 1981 contract letting. We would appreciate an answer by December 3.

NEM:ja

Attachments

cc N. E. Mann

9309

OREGON STATE HIGHWAY DIVISION

TO: BUZ SWAN · MAINOR HOLMES

SUBJECT: Agreement (Oswego Hwy @ Cedar Oak)

FROM: JON ROSE

DATE: 11/14/80

The City of West Linn has advised Region I by the attached letter that it would be willing to pay one half the cost of a signal on the Oswego Hwy at Cedar Oak Drive (Signal work Only) and we would like an agreement to document that. The Traffic Section (John Irwin) says that the $50,000 signal cost (City Share $25000) may not be close but the agreement should [illegible] place a limit at that figure. State will do all P.E., Construction, Contracting etc. and City will pay. City should pay for power.

Please prepare a City/State agreement.

Jon Rose
(SIGNATURE)

PLEASE REPLY HERE

CC: ____________________ ____________________ (SIGNATURE) ____________ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED. LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

4

9309

GENERAL FILES

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
~~PXXXBOXXX2X97XPORTLANDXOREGONX97202~~ PHONE 653-3090
9002 SE McLoughlin Blvd., Milwaukie 97222

November 13, 1980

RECEIVED
STATE HWY ENGR
NOV 14 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

In Reply Refer to
File No.:

Mr. Cliff Sanders, Administrator
City of West Linn
West Linn, OR 97068

Dear Sir:

After receipt of your October 9, 1980 letter advising that the West Linn City Council reaffirmed their action recommending to the Highway Division that the left-turn lane into the Robinwood Shopping Center not be installed, we reviewed all facets of this question and have concluded that the left-turn lane should be installed. The primary reason for this conclusion is the three-party agreement between the City, the State, and the developer which, among other things, calls for this turning lane. Therefore, on November 24, or as soon thereafter as weather permits, we will stripe the highway for the left-turn lane.

Earlier in the year the City Council had offered to the Highway Division to fund half the cost of a traffic signal at Cedaroak Drive. We have been successful in having that project added to our construction program pending formal Transportation Commission approval on November 25th. We plan to install both the Hidden Springs signal and the Cedaroak signal under one construction contract, which hopefully will be advertised for bids early next year.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Region Engineer

ELH/gw/cp
bc H. S. Coulter
R. N. Bothman --- You should proceed with a formal agreement with the City for the Cedaroak Drive signal with half the cost funded by the City. The City is thinking in terms of $25,000 for the one-half cost.
Bill Geibel --- Please proceed with striping.

City OKs tentative street plan

WEST LINN — A tentative plan for widening and improvements on Cedaroak Drive near its intersection with Highway 43 was accepted Wednesday night by the West Linn City Council.

The improvements, in the block between the highway and Old River Drive, include widening, construction of curbs and sidewalks, striping and bicycle lanes on both sides. City engineer Wayne Daigle explained the plan to the council.

The work would allow long vehicles to make the sharp turn onto the street without northbound vehicles turning onto Cedaroak having to cross into other lanes or running over the curb.

The plan will be submitted to the state, so that improvements such as signalization planned for the state highway may be coordinated with the city's plan.

City Administrator Cliff Sanders said the work probably would not begin until the next budget year.

The council also decided to maintain the present ownership arrangement with Oregon City over the South Fork Water System.

The two cities, when the system was set up early in this century, agreed to have Oregon City own ⅔ of the system and West Linn ⅓. Five years ago, Sanders explained, the cities negotiated a new agreement under which Oregon City ow
percent and West Linn 42 per
the system, based on populati
water use.

The agreement is reviewed

five years, said Sanders, and now the population figures show Oregon City with 54 percent and West Linn 46 percent, while Oregon City uses 56 per-

Sanders, who added that, with the easing of the sewer connectio
moratorium in Oregon City, develop
ment is expected to

16—Enterprise Courier, Oregon City, Oregon, Thursday, November 13,

Bob—

This should be worked into Rob's field location for the Cedaroak intersection.

ECH

City of West Linn

CITY HALL
WEST LINN OREGON
97068
656-4261

May 30, 1980

S
U RE RME RCE PE
TE RECEIVED RSM
UE [illegible] 1980 RCC
SO REGION 1 RBI
TO

Regional Engineer
Oregon Department of Transportation
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

Attn: Ed Hardt

Dear Mr. Hardt:

The City of West Linn, by its Council actions on May 28, 1980, passed a motion requesting that the State of Oregon, through its Department of Transportation, Highway Division, participate equally with the City in the installation of traffic signals at the intersection of Route 43 and Cedar Oak Drive. This facility needs to be coordinated with the signalization at Hidden Springs Road.

Please arrange a meeting with your staff, and the City to review and finalize this request.

Sincerely
City of West Linn

J. Wayne Daigle

J. Wayne Daigle
City Engineer

cc: Clifford L. Sanders, City Administrator

JWD:djn

9309

L

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 12, 1980

TRA 16-6

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Traffic Signal Approval

On the consent calendar for the November 25 meeting will be a proposal to add traffic signals to a project in the 6-year Highway Improvement Program.

The Oswego Highway at Cedar Oak Drive Project was approved for left-turn refuge work. The City of West Linn has requested that a traffic signal be installed and has agreed to provide for half of the signal cost, approximately $25,000. The remaining $25,000 will be from State funds released from the Oswego Highway at Hidden Springs Drive project, now paid for by a developer.

I recommend your approval of the traffic signal and request authorization to sign the project agreements for and on your behalf.

GEZ:sr

bc: F. B. Klaboe
R. Gormsen
D. H. Moehring
E. S. Hunter
D. E. Swan
R. L. Schroeder
C. T. Keasey
G. Bell
R. N. Bothman
E. L. Hardt

4309

11-10-80
G

OSWEGO HWY @ CEDAR OAK DRIVE

TEC (Const.)	$152,230
TIP	34,438 F
State Match	6,077
City of West Linn (50% signal cost)	25,000
*BALANCE	$86,715

* 6 year Program, Item 177 setup $350,000 state funds for channelization at Marylhurst College and Hidden Springs Drive ($175,000 each). The Developer for Robinwood shopping Center is paying all costs at Hidden Springs Drive, freeing up $175,000 state funds for Cedar Oak Drive.

7309

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8231
Date: November 6, 1980

File No: 3-1905

TO: THE FILE

FROM: MAX J. KLOTZ
Metro Program Manager

SUBJECT: Oswego Hwy. @ Cedaroak Dr.
City of West Linn
Clackamas County
Prefix 3-1905

The field survey for the widening for left turn refuge and installation of a traffic signal at Cedaroak Drive on the Oswego Hwy. has been submitted to Salem for final design.

The estimate of cost for the project is $152,230. The MSD TIP approved funding is $34,438 ff ($40,516 Tf). The City of West Linn has stated they would pay for half of the signal costs (rough estimate $25,000). The remainder of the money should come from the state funds that were approved for a channelization project at Hidden Springs Drive (index #177 6-Year HIP). A developer is paying for the Hidden Springs Dr. work.

MJK:js

cc: D.E. Swan
E.L. Hardt
D.R. Adams
G.H. Zehner
E.C. Mershon
J.R. Rose -- Please get info for an agreement with the City of West Linn to Project Management

9309

Oswego Hwy. @ Cedaroak Drive
Oswego Hwy. # 43
Clackamas County
Prefix: 3-1905

October 14, 1980

R.R. Cameron, Res. Loc. Engineer
J.H. Stucky, Designer

NARRATIVE REPORT

General: This project will provide left turn channelization for Southbound traffic on the Oswego Hwy. turning onto Cedaroak Drive.

The project will tie in with the current development at Hidden Springs Road, 600' southerly off Cedaroak Drive.

Scope: Minor widening of the Oswego Hwy, channelization of the Cedaroak Intersection, a safety overlay of existing pavement and restriping. No work on Cedaroak Drive.

The City of West Linn is currently negotiating to increase the scope of this project to add signalization.

Bicycle Paths: Currently there are bicycle paths on both sides of the highway. These will be maintained.

Surfacing: A 1" safety overlay will be laid over existing pavement. New work, where required by widening, will be 20" aggregate base and 4" asphalt as per base design from Salem Location Section.

Widening work will consist of short areas on each side of the highway, Sta. 'L' 129 to 131 left and 'L' 131 to 133+50 right.

Retaining Walls: A Rock Gabion wall was selected instead of a concrete retaining wall at Sta. 'L' 130+08 Left to 'L' 130+68 Left. The primary reason being to stay within the existing R/W. Obtaining additional R/W would expand the scope of the project. Secondary reasons would include cost and easements, along with future development of the private property, eliminating the need for a retaining wall.

Drainage:

The existing 12" concrete pipe at Sta. 'L' 130+80 should be extended to connect with the box culvert. This would eliminate erosion from runoff behind the Gabion wall.

Right of Way:

No Right of Way will be required for this project.

Channelization:

The Oswego Hwy. is to be widened to provide a left turn refuge for southbound traffic turning into Cedaroak Drive.

At the request of the City of West Linn, we are not making an improvement to the turning radius on the southeast corner of the intersection. At some time in the future, the City plans to widen Cedaroak Drive. They will at that time make the needed improvements to the southeast corner to fit their improvements.

Signalization:

Because of current negotiations to add signalization at the Cedaroad intersection, the survey is submitted providing the necessary details to design a signal. The proposed pole placement does not require a signal pole at the southeast corner, except for a pedestrian push-button. Future improvement of the radius on this corner would not then require major revision of the signal.

Also, any signal heads installed on the west side of the Oswego Hwy. should provide sufficient vertical clearance for proposed future entrance to the shopping center opposite Cedaroak Drive.

A signal, when installed, at Cedaroak Drive should be intertied with the signal proposed at Hidden Springs Road.

Safety:

No unusual safety or traffic control problems are anticipated on this project.

Oswego Hwy. @ Hidden Springs
Oswego Hwy. # 43
Clackamas County
Prefix: 3-8284

October 14, 1980

R.R. Cameron, Res. Loc. Engineer
J.H. Stucky, Designer

NARRATIVE REPORT

Purpose & Scope: The purpose of this project is to provide signalization of the junction of the Oswego Hwy. and Hidden Springs Road; a left turn refuge will be provided for Northbound traffic.

Major Work: All roadwork is to be done by the developer for Robinwood Shopping Center.

Signalization: The signal should provide for an intertie with a proposed signal at Oswego Hwy. @ Cedaroak Drive.

Drainage: Drainage work done by developer.

Right of Way: No right of way will be required.

Safety: No unusual safety or traffic problems are anticipated.

EGON STATE HIGHWAY DIVISION
SUMM[illegible]---BID SCHEDULE---COST ESTIMAT

SHEET 1 OF 3
DATE SEP 24, 1980
PREFIX: 3-1905
COUNTY CLACKAMAS
ESTIMATE
PREPARED BY Joh. Stuck

SECTION OSWEGO HWY @ CEDAR OAK DRIVE
KIND OF WORK WIDENING, OVERLAY, SIGNAL LENGTH 0.15 MI
SOURCE OF PRICES BRUCE [illegible] (COST ANALSIS) DATE 9-26-80
TEWEY (SIGNALS DATE 10-3-80
DATE

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1.	MOBILIZATION (8%)	110	ALL	ALL	LUMPSUM	844
2.	TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC (3%)	111	ALL	ALL	LUMPSUM	316
	TEMPORARY SIGNS		SQ.FT	202	6.00	121
	PLASTIC SAFETY MARKERS		EA.	50	80.00	4
	FLAGMEN		H.S.	400	24.00	96
3.	CLEARING & GRUBBING (LIGHT)	201	ACRE	0.04	LUMPSUM	1
4.	GENERAL EXCAVATION	203	CY	131	10.00	131
5.	TRENCH EXCAVATION	206	CY	17	15.00	25
6.	FINISHING ROADBED AND SLOPES	222	MI	0.15	LUMPSUM	150
7.	WATERING	233	M-GAL	2	20.00	40
8.	STRUCTURE EXCAVATION	251	CY	11	25.00	27
9.	AGGREGATE BASE	[illegible]	TON	185	12.00	222
10.	ASPHALT CONCRETE PVMT	403	TON	355	17.00	433
	ASPHALT IN MIXTURE		TON	25	190.00	47
11.	ASPHALT TACK COAT	407	TON	1	300.00	30
12.	12" STORM SEWER	603	L.F.	28	27.00	76
	18" STORM SEWER		LF	12	35.00	42
13.	INLETS TYPE G-2	604	EA	2	600.00	12

GON STATE HIGHWAY DIVISION
SUMMARY---BID SCHEDULE---COST ESTIMATE

SHEET 2 OF 3
DATE SEP 24, 1980
PREFIX: 3-1905
COUNTY CLACKAMAS
ESTIMATE
PREPARED BY J. Stucky

SECTION OSWEGO HWY @ CEDAR OAK DRIVE

KIND OF WORK WIDENING, OVERLAY, SIGNAL LENGTH 0.15 MI

SOURCE OF PRICES DATE

DATE

DATE

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
14	PERFORATED DRAIN PIPE 6"	605	LF	40	10.00	40
	SPECIAL FILTER MATERIAL		CY	5	20.00	10
15.	GUARD RAIL TYPE 2	606	LF	100	15.00	150
	ANCHORS TYPE 1		EA	2	350.00	[illegible]
	END PIECES TYPE 'C'		EA	2	120.00	24
16	WHEEL CHAIR RAMPS	608	EA	3	300.00	90
17.	CONCRETE CURB TYPE 'C'	609	L.F.	185	6.00	111
18	EXTRA FOR ASPHALT STREET CONNECTIONS	610	EA	2	200.00	40
19	ROCK GABION MATERIAL	620	CY	46	90.00/CY	414
	GABION BASKET 6'6" x 3'3" x 3'3"		EA	1		
	" " 6'6" x 3'3" x 1'8"		EA	2		
	" " 13'1" x 3'3" x 12"		EA	5		
	" " 13'1" x 3'3" x 3'3"		EA	6		
20	ADJUST WATER VALVES	628	EA	2	BY OTHERS	
	ADJUST SANITARY MANHOLES		EA	2	BY OTHERS	
	ADJUST GAS VALVES		EA	2	BY OTHERS	

GON STATE HIGHWAY DIVISION
SUMM...---BID SCHEDULE---COST ESTIMA

SHEET 3 OF 3
DATE SEPT 24, 1980
PREFIX: 3-1905
COUNTY CLACKAMAS
ESTIMATE
PREPARED BY J. Stucky

SECTION OSWEGO HWY. @ CEDAROAK DRIVE

KIND OF WORK WIDENING, OVERLAY, SIGNAL LENGTH 0.15 MI

SOURCE OF PRICES DATE

DATE

DATE

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
21	PAINTED WOODEN SIGN POSTS	642	BDFT	43	10.00	430
22	PERMENANT SIGNS TYPE D	645	SQFT	18	12.00	220
23	MULTIPHASE TRAFFIC SIGNAL AT CEDAROAK DRIVE (COMPLETE)	661	EA	1	LUMPSUM	50,000
	SIGNAL INTERCONNECT WIRE To SIGNAL @ HIDDEN SPRINGS RD		LF	800	5.00	4000
	ADDITIONAL ANTICIPATED ITEMS					
	[illegible]				Lump Sum	700
	[illegible]				Lump Sum	167
	[illegible] PVMT MAR[illegible]		[illegible]	80	30.00	2400
	PERMANENT STRIPING		ALL		LUMPSUM	130
	REMOVE PARTIAL OF CONC. ISLAND AND RECONST. FACE OF CONC. ISLAND		ALL		Lump Sum	1500
	SUB TOTAL					117,10
	ENGINEERING & CONTINGENCIES (30%)		ALL		LUMPSUM	35,13
	TOTAL					152,23

GON STATE HIGHWAY DIVISION
SUMM...f---BID SCHEDULE---COST ESTIMAT

SHEET 1 OF 1
DATE SEP 24, 1980
PREFIX: 3-8284
COUNTY CLACKAMAS
ESTIMATE
PREPARED BY

SECTION OSWEGO HWY @ HIDDENSPRINGS ROAD
KIND OF WORK SIGNAL LENGTH
SOURCE OF PRICES IRWIN (SIGNAL) DATE 10-3-80
DATE
DATE

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1.	MOBILIZATION (8%)	110	ALL	ALL	LUMP SUM	400
2	TEMPORARY PROTECTION & DIRECTION of TRAFFIC (3%)	111	ALL	ALL	LUMP SUM	150
3.	MULTI-PHASE TRAFFIC SIGNAL @ HIDDEN SPRINGS ROAD	661			LUMP SUM	50,00
	ENGINEERING & CONTINGENCIES - (30%)				LUMP SUM	16,65
	TOTAL					72,15

7369

L.7

March 19, 1980

City of West Linn
City Hall
West Linn, OR 97068

AGR 4

Attention: Wayne Paterson
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7124

Gentlemen:

On March 10, we mailed copies of an agreement for installation of traffic signals on the Oswego Highway at Hidden Springs Road. Your copy of the agreement had been incorrectly mailed to the City of Lake Oswego. In fact, the letter stated that the agreement was with the City of Lake Oswego.

In talking with the City of Lake Oswego, they advise that they forwarded the agreement on to you. Please correct your letter to read the City of West Linn.

We are sorry for any inconvenience we may have caused you.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

bc Don Harwell (The summary which you mailed to us read the City of Lake Oswego, but the agreement said West Linn)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
37391	Finch, Ralph & Patricia	$ 8,700.00
50201	Oregon Education Association	34,900.00
50359	Landon, Max N. & Marlene A.	4,950.00
50580	Anderson, J. R. & Marjorie R.	25,000.00
	4 Transactions	$ 73,550.00

(2) Letter agreement with City of Grants Pass for an extension to perform certain work including tests of sewage of the Manzanita Safety Rest Area, Pacific Highway, through December 31, 1980. Fee to be charged by the City will be $100 per week instead of $90 as stipulated by original agreement. (Bridge Section)

(3) Agreement with City of Lake Oswego and the developers of the Robinwood Shopping Center (John Brockamp, Leroy Jaeger and Val West, Partnership) for the installation of traffic signals on the Oswego Highway at Hidden Springs Road. The State will design, install and maintain the signals; the City will be responsible for electrical energy and the developers will pay all costs of the project. (Local Government Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 28 day of February, 1980

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
Date 2/26/80

9309 OC

March 12, 1980

PRO 6

John Brockamp, Leroy Jaeger & Val West
15796 S. Broadwalk
Oregon City, Oregon 97045

Gentlemen:

The preliminary engineering phase of the proposed traffic control signal, widening and channelization on the Oswego Highway at Hidden Springs Road will start soon.

In accordance with Agreement No. 7124, Company shall deposit with State the sum of $4,500, said amount being considered as equal to 100 percent of the estimated total cost of preliminary engineering and design work for the project.

Please make your check in the amount of $4,500.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

FTH:pf

bcc w/AD # 748: Vern Skoog - Please return completed AD # 748
when check is received.
Bill Geibel, District 2A Engineer

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 18, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan Original Signed By D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90177
Project No. M-9565(8)
Oswego Hwy. @ Cedaroak Dr. (W. Linn) Sec.
Clackamas County

Attached support data consists of PR-1 form, project maps and one copy of OSHD authority for survey.

We request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $3,750 with obligation of $3,300 in Federal funds.

JLG:dmc
Attachments
cc: R. N. Bothman, Metro
L. E. George
E. L. Hardt, Reg. 1
Max Klotz, Metro
Jon Rose, Metro
Gary Zehner, w/att.

N H

81-731-0027 (3-77)

Budget Bureau No. 41-R206

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

April 18, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65	ADT	PRESENT (66)	FUTURE (70)	YEAR (71)–(72)	REGION	STATE NAME
2		SR 43, Intersection Cedaroak Dr. (W. Linn)		11,300	---	--	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	PROJECT NUMBER PREFIX LETTER(S) 14–23	NUMBER 7
3	PE & Channelization								M-	9565

CARD					
4	CLASS OF FEDERAL FUNDS: Urban System	COUNTY NAME: Clackamas			
	NAME OF URBAN AREA 17-31: Portland	ROUTE NO. M	FEDERAL-AID 9565 (32)	STATE 3 (36)	U.S. (37) --

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.1%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)–(76)		
5					**PE** TOPICS			0.0	3,750	3,300	450	---
5					**ROW**							
5					**CONST** (CODE) TOPICS Y008		"Oswego Hwy. @ Cedaroak Dr. (W. Linn) Section"	0.0	31,100	27,400	3,700	---

CARD	CODE	PREPARED BY	PROJECT TOTALS				
1	1	JLG		0.0	34,850 (16)–(23)	30,700 (24)–(33)	4,150	---

1	14	PROGRAM APPROVAL DATES 10-18-78

REMARKS

over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

April 18, 1979

CT LOCATION (45 typewriter spaces) 43, Intersection Cedaroak Dr. (W. Linn) 65	**ADT**	PRESENT 11,300 (66)	FUTURE --- (70)	YEAR -- (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE W36 (4) (9)

ITEM NO. 90177 (14) (18)

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
n 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	M- 14 23	9565 7	(8) 13	(24) (26)	27

COUNTY NAME: Clackamas — CODE: 005 (14) (16)

ROUTE NO. M — FEDERAL-AID: 9565 (32) — STATE: 3 (36) (37) — U.S.: --- (41)

PROGRAM STAGE: ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.1%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
E CS			0.0	3,750	3,300	450	---	Util. prep. work as req.
W								
NST DE) PICS 008		"Oswego Hwy. @ Cedaroak Dr. (W. Linn) Section"	0.0	31,100	27,400	3,700	---	ROW-80' normal; Access Control-none; Parking Restrictions-Complete
JLG		PROJECT TOTALS	0.0	34,850	30,700	4,150	---	
				(16) (23)	(24) (33)			

OVAL DATES 10-18-78

REMARKS

over

USCOMM DUSCOMM-DC 48905-P61

Oswego Hwy. @ Cedaroak Drive Section
Project No. M-9565(8)

Existing Facility: Traffic signal controlled intersection.

Adjacent Sections: Two 12-ft. bit. surf. traffic lanes with 6-ft. paved shoulders for bikeway.

Project Data: The work consists of:
1) Preliminary engineering all phases including utility preparatory work.
2) Construct channelization requiring grade, drain, high-type pave to provide left-turn median lane and perform incidental work common to this type of project. Adjust utilities as required.

Right-of-Way: No additional anticipated.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on Feb. 25, 1975. (Statewide)

FHPM 4-1-4 Requirements: A-95 review exempt under par. 5a.

FHPM 7-7-5 Requirements:
a) Public Hearings--Not required under Oregon Action Plan.
b) Location/Design--Not a factor in development of this project.

NOTE: 1) This project is in Congressional District No. 1.
2) Included in CRAG FY 79 TIP/AE on page 48 line 131.

9309

STATE OF OREGON **INTEROFFICE MEMO**

METRO TECHNICAL SERVICES 238-8231
DEPT. TELEPHONE

26

TO: D.H. MOEHRING
Ass't State Highway Engineer

DATE: March 21, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Cedaroak Drive Intersection
Left Turn refuge
Oswego Highway
Clackamas County
Planning File 78-118

To Terpin 3-26-79

Here is our programming packet for the subject project. Included are a project information sheet, authority for survey, federal aid project request, and a statement from our Traffic Analysis Unit regarding the justification for this project. This project is covered by the Statewide Assessment.

This is an FAUS project. It is listed in the FY 79 MSD TIP as Item 131 on Page 48.

Please program $3,500 for preliminary engineering at this time.

js

attachments

cc: F.E. Terpin
Metro Tech. Svs. (8)

3-26-79
cc: Program Packet
to Swan.

3-26-79
Duane Hofstetter says
no warrants yet for
left-turn refuges. We will
proceed with approval of
project.

To TYPE
3-28-79

CDJ.0001

2

Form 2-30 (Rev. 9-71)

9309

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-118

AUTHORITY FOR SURVEY

OSWEGO HWY AT

ROI Section: Cedaroak Drive ~~Intersection~~

Highway: Oswego Highway

County: Clackamas County, City of West Linn

Date: February 12, 1979

Authorization No. 1

Survey Prefix 3-1905 (Assigned by Salem office)

Description of termini, route, length, etc.: Intersection is located at MP 8.80 on Oswego Highway, in City of West Linn and approximately 1/4 mile north of Mary S. Young Park.

Proposed: Provide 57 foot section for left turn refuge on two-lane highway.

Purpose of Survey: Perform field survey, prepare plans, specifications, and estimate.

M-9565 (8)
5-1-79

Category 3 NM
Funding FAUS

		Estimate of Cost
Field Survey	(901)	2,000
Citizen Participation	(902)	
City of County	(903)	
Consultant	(904)	
Final Design	(905)	1,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	200
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	100
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	400
Adm. Serv.(Engr.)	(922)	50
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey	$ 3,750
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

R.T. EWEN, Metro Location Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval: Frank E.

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23606-734

Form E-39 (Rev. 9-71)

1209

Planning File No. 78-118

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

ection Cedaroak Drive Intersection

Highway Oswego Highway

County Clackamas County, City of West Linn

Date February 12, 1979

Authorization No. 1

Survey Prefix ______ (Assigned by Salem office)

Description of termini, route, length, etc.: Intersection is located at MP 8.80 on Oswego Highway, in City of West Linn and approximately 1/4 mile north of Mary S. Young Park.

Proposed: Provide 57 foot section for left turn refuge on two-lane highway.

Purpose of Survey: Perform field survey, prepare plans, specifications, and estimate.

Category 3 NM
Funding FAUS

		Estimate of Cost
Field Survey	(901)	2,000
Citizen Participation	(902)	
City of County	(903)	
Consultant	(904)	
Final Design	(905)	800
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	200
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	100
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	400
Environmental	(923)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 3,500

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

Robert Ewen

R.T. EWEN. Metro Location Engineer

ecommended for Approval:

______ Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

______ Location Engineer

Approved:

______ Assistant State Highway Engineer

SP*23604-734

FEDERAL AID PROJECT REQUEST

Date 9/19/78

Applicant Agency Oregon Department of Transportation

Request for: Off-System____, FAS-C____, FAUS X Project

Federal Aid Route No. 9565 **Route Name** Oswego Highway

Project Name Cedaroak Drive Intersection, Oswego Highway

Project Length 0.1 mile **Project Location (Attach sketch map)**

Project Description Construct a left turn refuge for southbound traffic on Oswego Highway, turning left at Cedaroak Drive.

Average Daily Traffic 11,300 (350 left turn movements) **Design Speed** 45 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

Width 57' Travel Lanes 2 Shoulders____

Medians None Parking____

Sidewalks Sidewalk on east side of Oswego Highway

Remarks Bikeways are painted on both the east and west sides of the highway.

2. **Desired Roadway Cross Section:** (Attach sketch)

Width 62' Travel Lanes 2 Shoulders____

Medians Left turn refuge Parking____

Curbed No change Length Curb Radii No change

Sidewalk/Bikeway____

Remarks Only minor widening is required at the intersection. However, significant widening is required both north and south on Oswego Highway for the transition from two to three lanes.

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

General Width 80' Minimum____ Maximum____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks____

III. TRAFFIC CONTROL DATA

1. **Existing Signalization and Location:**

None

2. **Proposed Signalization:**

Location NO CHANGE

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant?

4. **Permanent Striping:**

Include in project or by applicant? BY APPLICANT (STATE)

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. **Proposed Structure:**

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Metro Branch, ODOT Office
2.	Environmental	Metro Branch, ODOT Office
3.	Public Hearing	Metro Branch, ODOT Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant_____ State X Consultant_____

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes X No________

If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 31,100
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	3,500
PROJECT TOTAL	$ 34,600

Remarks

THIS APPLICATION IS AN OFFICIAL REQUEST FROM: Oregon Department of Transportation

CITY OF ________ and/or ________ COUNTY

By________ By________

By________ By________

By________

Form ...

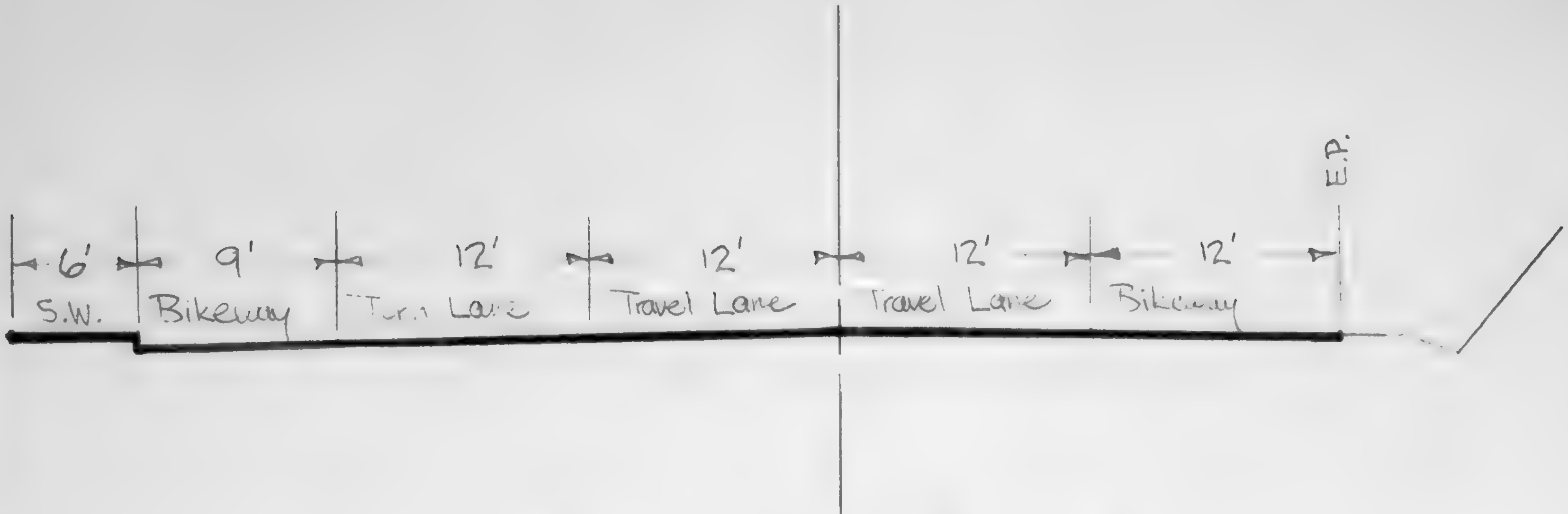
Job No.

Sheet 1. of ... Sheets

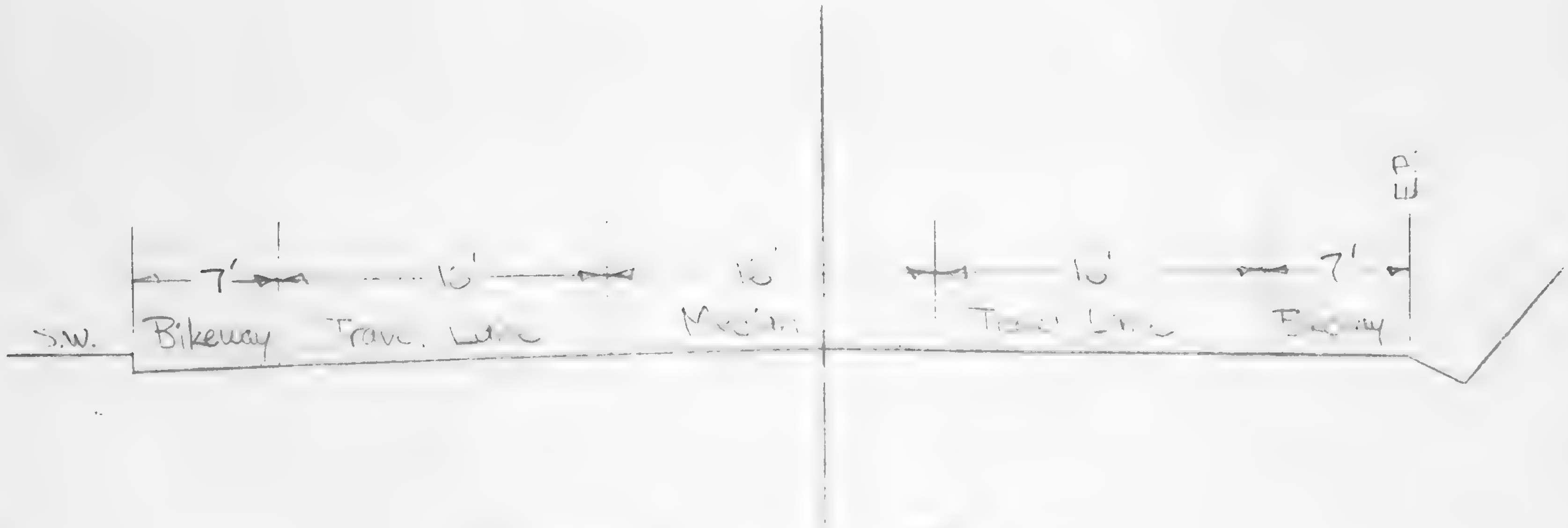
OREGON STATE HIGHWAY DIVISION

Calculations for Oswego Hwy. @ Cedaroak Drive

Made by ... 19 ... Checked by ... 19 ... Rechecked by ... 19


6'
9'
12'
12'
12'
12'
E.P.
S.W.
Bikeway
Turn Lane
Travel Lane
Travel Lane
Bikeway

Existing Roadway


7'
16'
16'
16'
7'
E.P.
S.W.
Bikeway
Travel Lane
Median
Travel Lane
Bikeway

Proposed Roadway

℄

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Cedaroak Drive Intersection Date 2/12/78
Highway Oswego Highway County Clackamas

Existing Facility

Access control? none parking restrictions? restricted
Airport within 2 miles? no name
Water development in the area? none involved
Recreation areas " "
Historical areas " "

Roadway: no. lanes 2 paved shoulders? Yes
pavement width 57' at intersection

Structures: MP description
none involved

Signals: location none involved

Descriptions of adjacent sections

north end: 2-12' lanes, 6' paved shoulders
south end: " " " , " " "

Railroad crossings

Name of railroad none no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

CEDAR OAK DRIVE INTERSECTION

Oswego Highway
Left-Turn Refuge

An analysis of existing traffic volumes and accident experience was made to determine the economic justification of the project.

Evaluation of the accident experience for the 41 month period ending May 31, 1978, shows four accidents during this period. Only one of the four accidents during this period might have been prevented with the left-turn refuge.

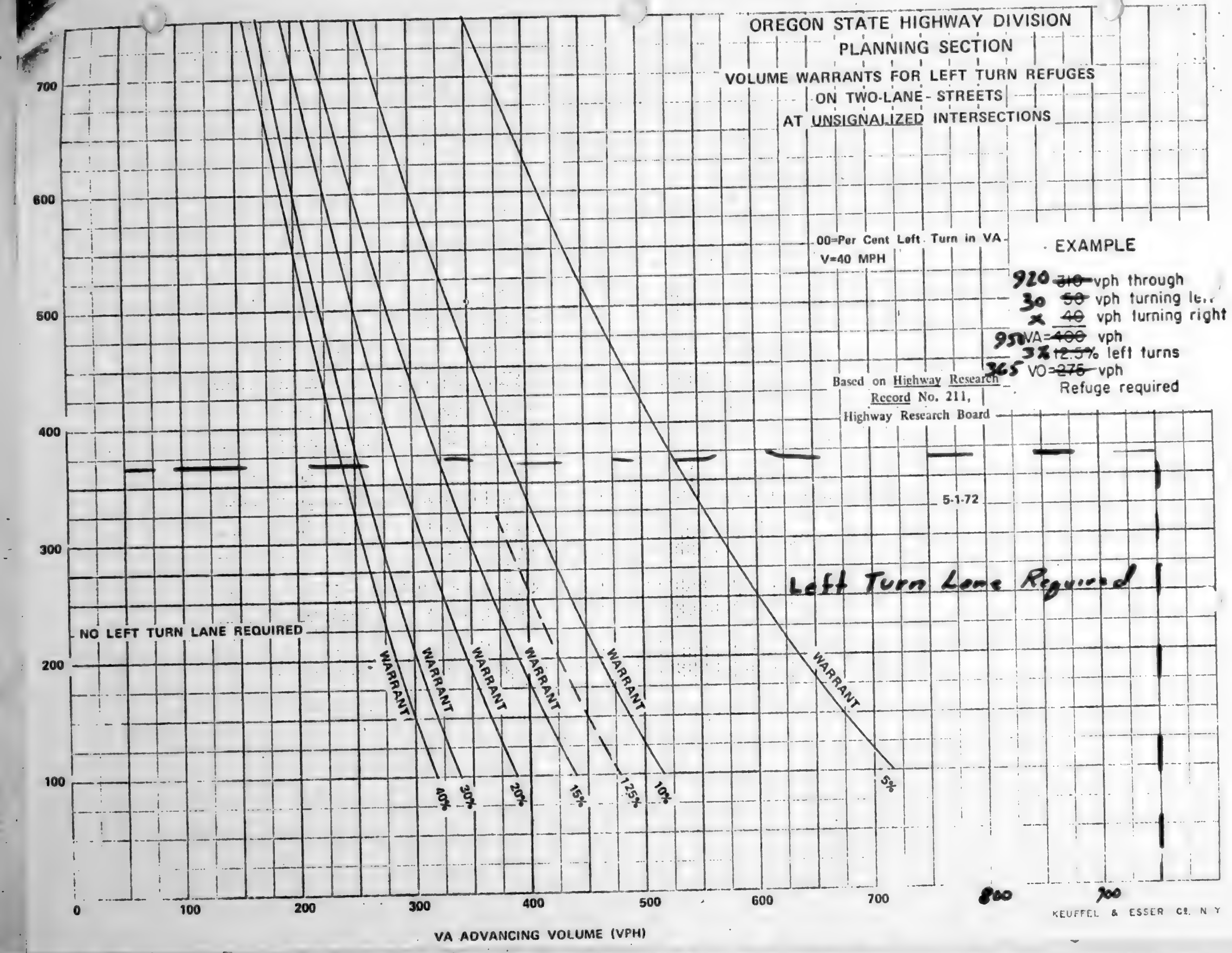
Analysis of delay to through vehicles was also made. Combining delay time and accident experience results in a low benefit/cost ratio, which indicates this project cannot be justified from an economic point of view, although it would appear from a traffic operations standpoint it may be a worthy project.

The attached sheet with volume warrants for left-turn refuges shows the left turn-refuge would be justified. Also a bicycle path exists on both sides of the roadway. Traffic has been observed crossing onto the bicycle lane to bypass left turning vehicles. This practice creates a hazardous situation for the cyclists.

The project is a worthwhile project to eliminate a potentially dangerous situation. It is recommended the request for the left-turn refuge project be approved.

Tom Schwab
TOM SCHWAB
Trans. Analysis Engineer

OREGON STATE HIGHWAY DIVISION
PLANNING SECTION
VOLUME WARRANTS FOR LEFT TURN REFUGES ON TWO-LANE - STREETS AT UNSIGNALIZED INTERSECTIONS



00=Per Cent Left Turn in VA
V=40 MPH

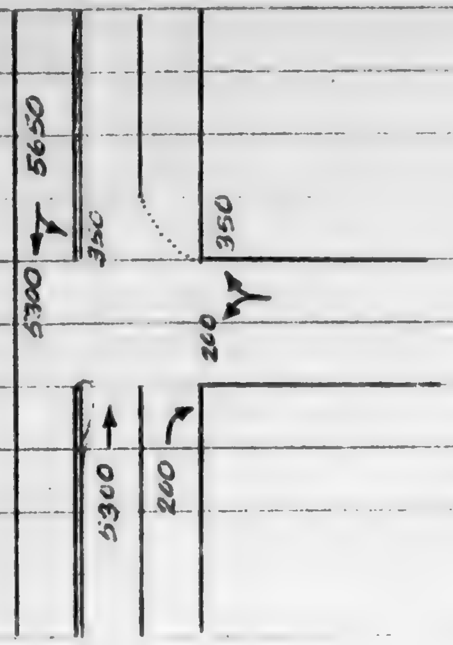
EXAMPLE

920 ~~310~~ vph through
30 ~~50~~ vph turning le
× ~~40~~ vph turning right
950 VA= ~~400~~ vph
3% ~~12.5%~~ left turns
365 VO= ~~275~~ vph
Refuge required

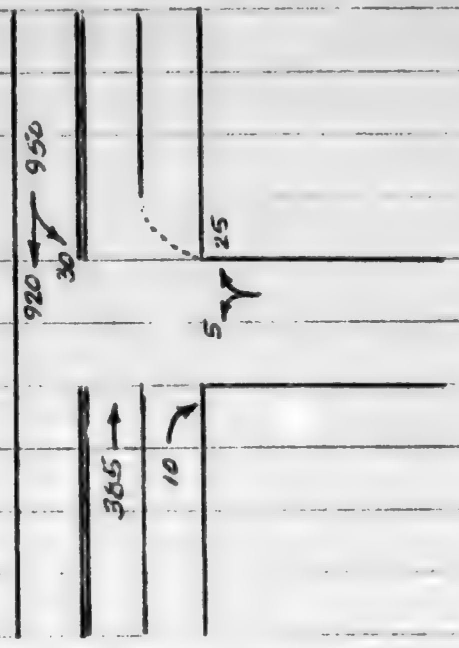
Based on Highway Research Record No. 211, Highway Research Board

1/19/79

Problem: Find the delay to southbound vehicles resulting from left turn movements from a single lane approach.



ADT



P.M. Peak Hour*

*P.M. Peak Hour – 12% ADT 70/30 directional split

Part 1 – Find the delay to left turning vehicles. This delay will determine the "metering rate" applicable to through vehicles.

From Table 8.17 (p. 351) ITE Handbook, the critical gap for making a left turn is 4.4 seconds. Using the methodology on page 307 and equations ~~7.136 and~~ 7.138 the total delay per turning vehicle is calculated as follows: (See next sheet)

~~$E(t) = g^{-1}(e^{gT} - 1 - gT)$ where $T = 4.4$ and $g = \frac{395}{3600} = 0.110$~~

~~$= \frac{1}{0.11}\left(2.71828^{(0.11)(4.4)} - 1 - (0.11)(4.4)\right)$~~

$$E(v) = \frac{e^{qT} - 1 - qT}{q - \lambda\left(e^{qT} - 1 - qT\right)}$$

where $T = 4.4$ seconds

$q = \frac{395}{3600} = 0.110$

$\lambda = \frac{30}{3600} = 0.008$

$e = 2.71828$

$$= \frac{2.71828^{(.11)(4.4)} - 1 - (.11)(4.4)}{.11 - .008\left(2.71828^{(.11)(4.4)} - 1 - (.11)(4.4)\right)} = \frac{0.139}{0.109} = 1.28$$

$\therefore$ Total delay per turning vehicle = 1.28 seconds.

Part 2 —

Discharge rate with left turns in seperate lane - 1350 vph

Discharge rate with left turns in same lane

$$\frac{3600 - (1.28)(30)}{3600} \times 1350 = 1335 \text{ vph}$$

(Note - 1.28 seconds is the delay from Part 1 above)

Using the ~~queuing~~ queuing relationships from Traffic System Analysis for Engineers & Planners, page 364, the delay to through vehicles is assumed to be the delay without left turns minus the delay with left turns

$\lambda = \frac{950}{3600} = 0.264$ arrival rate - both cases

$\mu_1 = \frac{1350}{3600} = 0.375$ discharge rate - sep. LT lane

$\mu_2 = \frac{1335}{3600} = 0.371$ " " - all moves in 1 lane

$\bar{s}_1 = \frac{1}{\mu_1} = 2.67$

$\bar{s}_2 = \frac{1}{\mu_2} = 2.70$

$\rho_1 = \frac{\lambda}{\mu_1} = 0.704$

$\rho_2 = \frac{\lambda}{\mu_2} = 0.712$

$\bar{n}_1 = \frac{\rho_1}{(1-\rho_1)} = \frac{.704}{.296} = 2.38$

$\bar{n}_2 = \frac{\rho_2}{(1-\rho_2)} = 2.47$

$\bar{q}_1 = \frac{\rho_1^2}{(1-\rho_1)} = \frac{.496}{.296} = 1.674$

$\bar{q}_2 = \frac{\rho_2^2}{(1-\rho_2)} = \frac{.507}{.288} = 1.760$

$\bar{d}_1 = \frac{1}{\mu_1-\lambda} = \frac{1}{0.111} = 9.01$ average time in system - sep LT

$\bar{d}_2 = \frac{1}{\mu_2-\lambda} = \frac{1}{0.107} = 9.35$ " " " " - 1 lane

$\bar{w}_1 = \bar{d}_1 - \frac{1}{\mu_1} = 9.01 - 2.67 = 6.34$

$\bar{w}_2 = \bar{d}_2 - \frac{1}{\mu_2} = 9.35 - 2.70 = 6.65$

Delay ⇒ 9.35 − 9.01 = 0.34 sec/veh

$$\frac{950 \times 0.34}{60} = 5.4 \ \frac{\text{veh.min.}}{\text{peak hour}}$$

From the above, the addition of a left turn lane would reduce delays to through vehicles by slightly more than five minutes during the peak hour period. This would represent a savings of about 23 hours per year when considering peak hours only. Savings during non-peak hours would be considerably less, but for discussion assume that the evening peak represents about 1/3 of the daily total delay – therefore the addition of the left turn lane would save about 70 veh-hours annually.

Assuming a cost per vehicle of \$3.00/veh.hr., annual savings would be \$210.00.

B/C Ratio Accidents + Delays $\dfrac{(\$196 + \$210) \times 11.46}{\$35{,}000} = 0.13$

It would appear that this project – even with a low initial cost – is not warranted.

BENEFIT-COST COMPUTATION

OSWEGO HIGHWAY @ CEDAROAK DRIVE (M.P. 8.80)
OCTOBER, 1976

Annual Benefits:

1 Property Damage Only @ $670 = 670

0 Personal Injuries @ $4700 = 0

0 Fatalities @ $125,000 = 0

41 - Month Total Accident Cost = 670

$$\text{Annual Benefits} = \frac{\text{Total Accident Cost} \times 12}{\text{Total Months}}$$

$$\frac{670 \times 12}{41} = \$\ 196.10$$

Estimated Project Cost = $ 35000

$$\text{B/C Ratio} = \frac{\text{Annual Benefits} \times (\text{Present Worth Factor})}{\text{Estimated Project Cost}}$$

Where: N = 20

R = 6%

$$\text{B/C Ratio} = \frac{196.10 \times 11.469921}{35000}$$

= 0.06

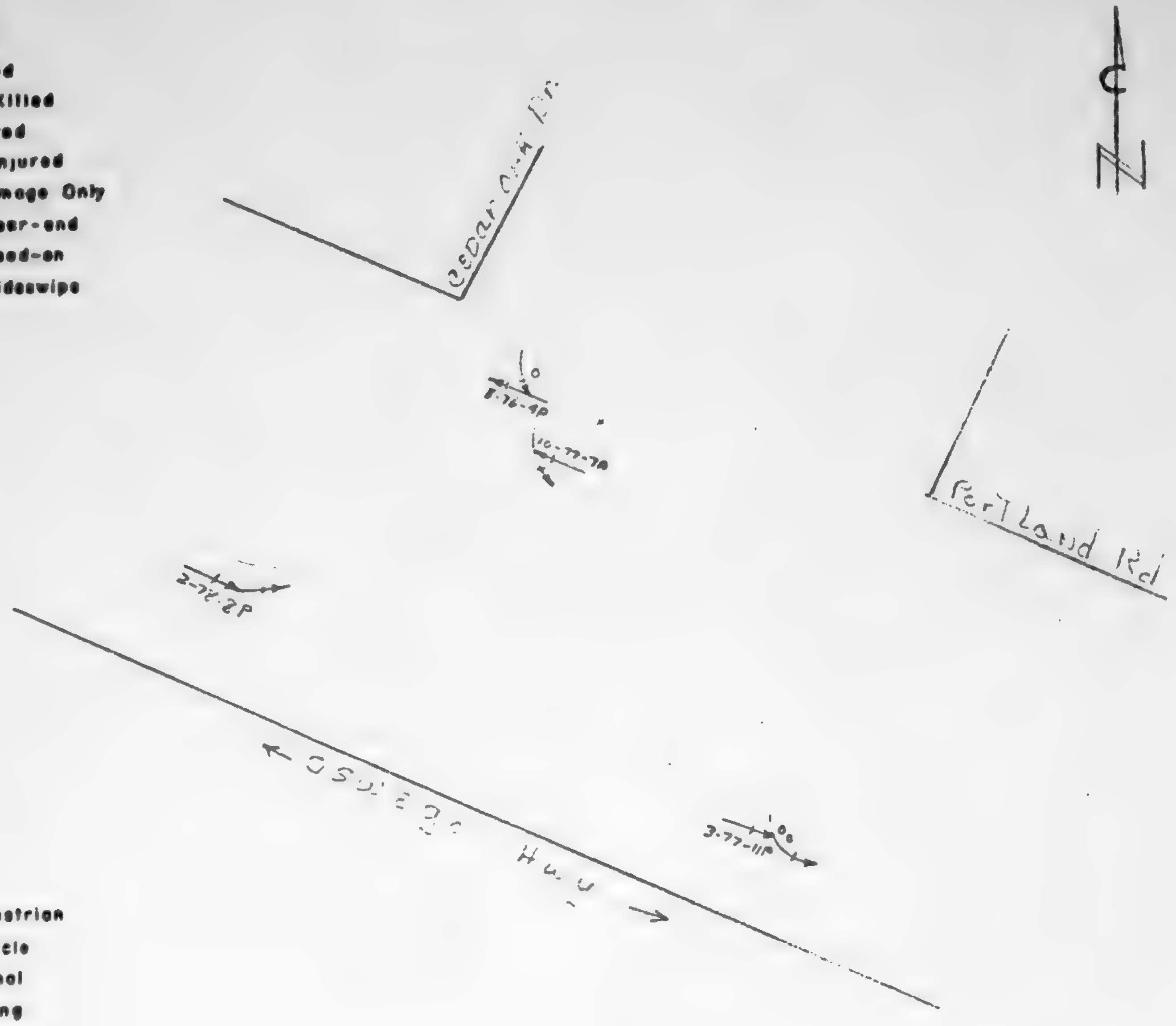
DLP:pq

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of WEST LINN County Clackamas
Intersection of PorTLand Rd and Cedar Oak Dr.
Highway Number 3(ore 43) MP 8.80
Period Covered 1-1-75 5-31-78
Compiled by SC Drawn by ____ Date 10-2-78

LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- o Person Injured
- ◁---- Pedestrian Injured
- ← Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe



- ◁---- Path of Pedestrian
- ← Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

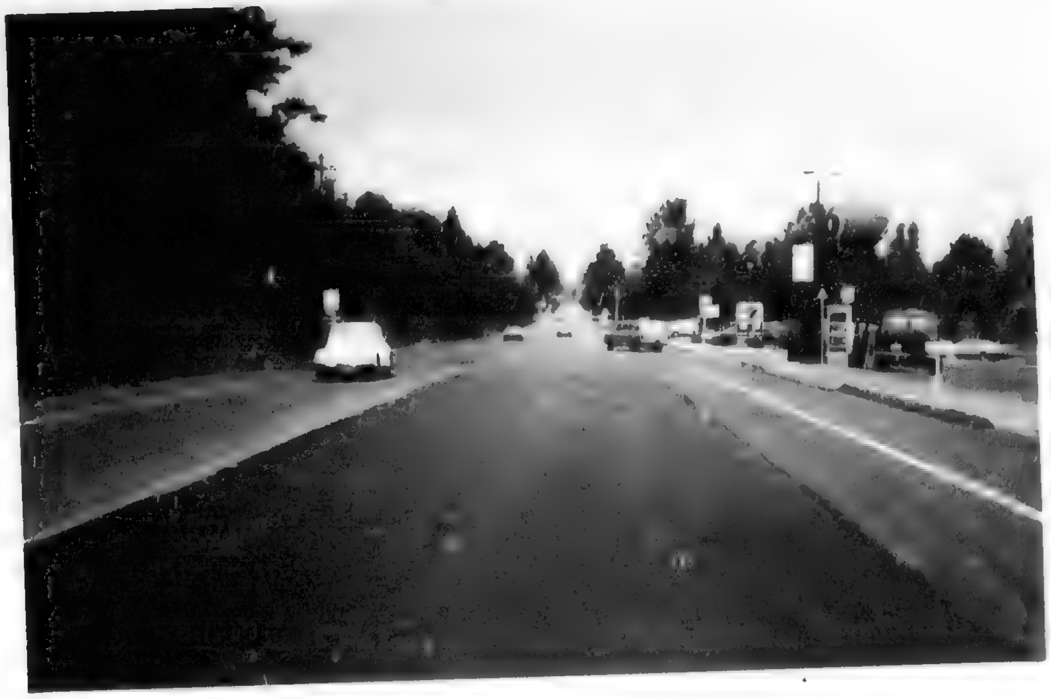
Day - 2
NighT - 2
TcTaL 4

Collision Type	1975				1976				1977				5 Mos. 1978				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end															1	1			1	1
Sideswipe																				
Turning Movement		1		1		1		1		1		1						3		3
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc																				
TOTAL		1		1		1		1		1		1			1	1		3	1	4

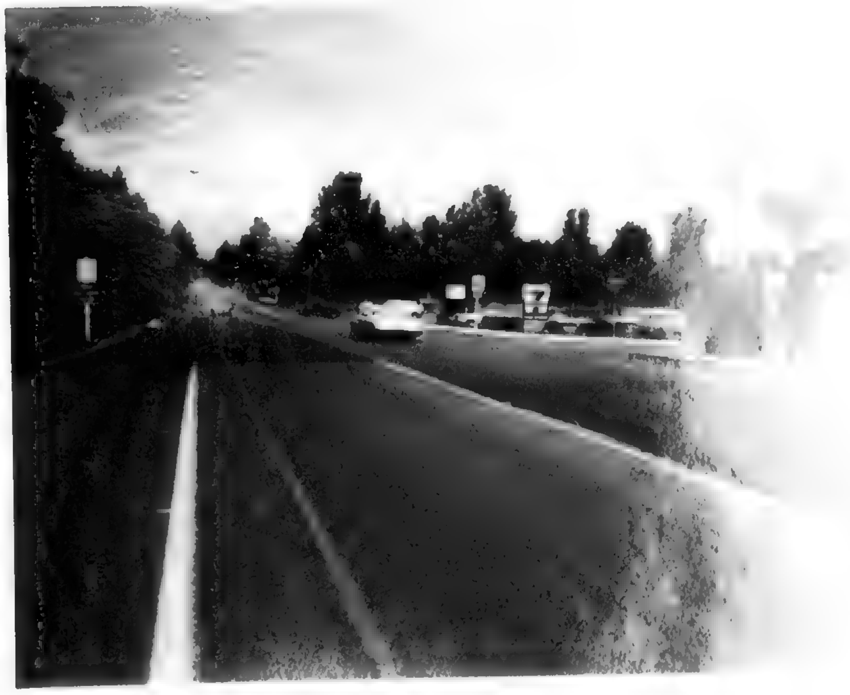
Form E-261-6-70

Oswego Hwy. @ Cedaroak Drive

September 1, 1978.

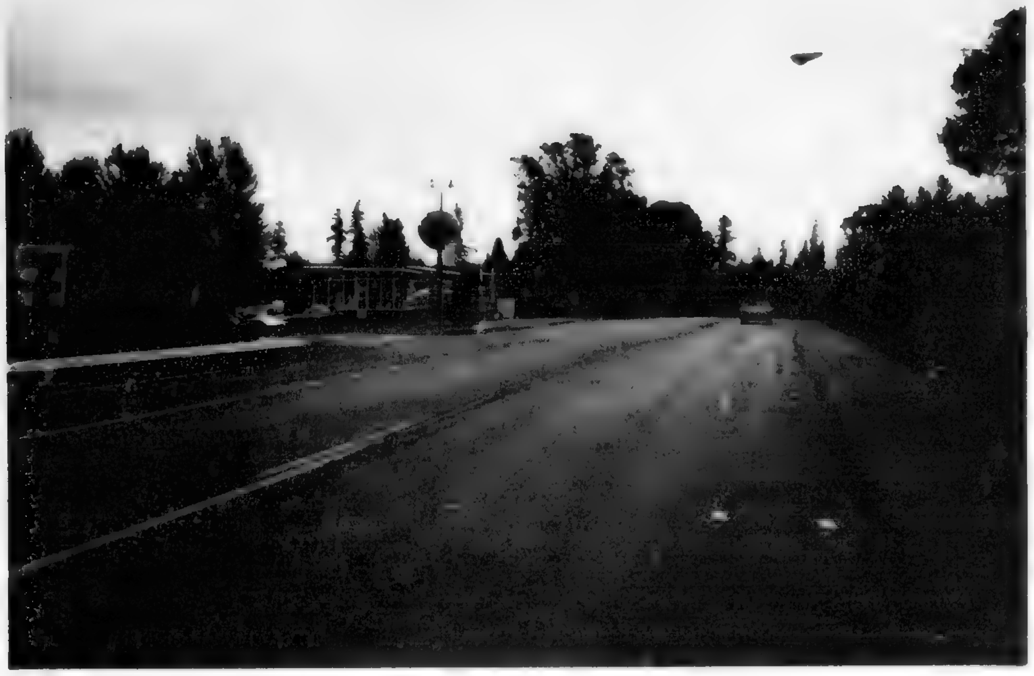


1. Camera facing north.



2. Camera facing north.

AUG 78



3. Camera facing south.

1981 Madras-Bear Dr. Sec. of 9310
the Culver Hwy. in and south of
Madras. (Base & paving)

9310

January 8, 1982

Seaboard Surety Company
320 108th Ave., N.E., Suite 401
Bellevue, WA 98004

CON 5
#9310

Gentlemen or Ladies:

On December 29, 1981, we wrote to you concerning release of final payment on Contract No. 9310 awarded to Babler Bros., Inc. for work on the Madras-Bear Drive Section of the Culver Highway in Jefferson County.

Final payment on this contract is $7,673.49 and the total contract amount is $372,096.29. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Babler Bros., Inc.
6201 S.E. Lake Road
Milwaukie, OR 97222

bc: C. T. Keasey
Walt Hart
Dale Allen

9310

File E.

1-6-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Central Oregon Pavers, Inc. No. 9075	Madras Prineville Hwy.-S. McMeen Co. Jefferson County	Dec. 8, 1981
MOCON Corp. No. 9147	S.E. 92nd Ave.-S.E. Lester Ave. Multnomah & Clackamas Counties	Dec. 9, 1981
Kizer Excavating Co. No. 9209	Dundee/Newberg Rd. @ SPRR X'ing Yamhill County	Dec. 10, 1981
Maxwells Electric, Inc. No. 9130	C.B.D. Traffic Signals (Portland) Multnomah County	Dec. 14, 1981
Comco Const., Ore. Ltd. dba Salem Rd. & Driveway Co. No. 9274	McLeod Lane N.E.-Oregon Electric Railroad Marion County	Dec. 16, 1981
Electric Corp. No. 9243	Clackamas Hwy. @ S.E. River Rd. (Milwaukie) Clackamas County	Dec. 15, 1981
W.R. Grasle Co. No. 9166	Walker Rd. @ Cedar Hills Blvd. (Beaverton) Washington County	Dec. 16, 1981
Linnco Electric Co. No. 9230	Santiam Hwy. @ Clay St. (Albany) Linn County	Dec. 15, 1981
Traffic Marking Specialists, Inc. No. 9163	Multn. Co. Pavement Marking Proj. No. 2 Multnomah County	Dec. 11, 1981
F.E. Ward, Inc. No. 9236	Diversion Canal (Joe Wright, Reeder, Spring Lake Rds.) Bridges Klamath County	Dec. 11, 1981
Hamilton Electric, Inc. No. 9202	McKenzie Hwy. @ 42nd. St. (Springfield) Lane County	Dec. 18, 1981
Babler Bros., Inc. No. 9310	Madras - Bear Drive Jefferson County	Dec. 24, 1981

Contractor and Contract No.	Section & County	Acceptance Date
A.K. Lundmark & Son, Inc. No. 9286	Deschutes River (Twin Bridges Rd.) Bridge Deschutes County	Dec. 29, 1981
Hamilton Electric, Inc. No. 8918	S.E. Monterey Ave.-S.E. Harmony Rd. Clackamas County	Dec. 29, 1981
Douglas S. Coats, Inc. No. 9266	Hay Canyon Creek Bridge Sherman County	Dec. 29, 1981
A.K. Lundmark & Son, Inc. No. 9287	Little Deschutes River (Masten Rd.) Bridge	Dec. 30, 1981
Kniesteadt & Sons No. 9283	Powder River (Beaver Creek Rd.) Bridge Baker County	Dec. 30, 1981
Hertz Electric, Inc. No. 9181	Cornell Rd. @ Murray Blvd. Washington County	Dec. 30, 1981

January 6, 1982

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9310

FORM 734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MADRAS - BEAR DRIVE

WEEK ENDING: Oct 24-81

SECTION PREFIX: 116-1050

HIGHWAY: CULVER

COUNTY: JEFFERSON

NAME OF JOB: MADRAS - BEAR DRIVE

KIND OF WORK: BASE & PAVING

CONTRACTOR: BABLER BROS. INC.

CONTRACT NUMBER: 9310

FEDERAL AID PROJECT NUMBER: RS-152(2)

DATE OF CONTRACT: JUNE 15, 1981

DATE WORK STARTED: July 1, ~~[illegible]~~, 1981

ESTIMATED COMPLETION DATE: SEPTEMBER 27, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 90

CALENDAR DAYS USED: 33

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 37

PROJECT AUTHORIZATION: $433,440.61

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $399,070.87

ENGINEERING AUTHORIZATION: $34,369.74

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $399,070.87

ENGINEERING COST TO DATE: $16,000

DATE PROJECT WAS COMPLETED: Aug 4-81

ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 47 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100	100		

	CEMENT TREAT GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.66 Mi				2.66
MILES PARTIALLY COMPLETED					2.66
MILES COMPLETED	2.66				11,800 Ton
TOTAL ESTIMATED QUANTITIES (CONTRACT)	19,000 s.y.				11,800 Ton
TOTAL QUANTITIES CORRECTED TO DATE	19,000 s.y				11,890 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	19,909 sy				0
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				0
NUMBER OF SHIFTS PER DAY	0				0
HOURS PER SHIFT	0				0

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18	FAIR	0		Project Completed
MONDAY 19	FAIR	0		" "
TUESDAY 20	FAIR	0		"
WEDNESDAY 21	FAIR	0		"
THURSDAY 22	FAIR	0		" "
FRIDAY 23	FAIR	0		" "
SATURDAY 24		0		" "

RECEIVED
OCT 26 1981
CONSTRUCTION BRANCH
ASHE
CAE
FCE
QCE
SCS
EEO
OM
CA
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TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi Final Submitted to Region Office
Oct 22 1981

This is the Last Weekly Report.

SIGNED W. W. Robertson LOCATION Ben O.
by Tom Enguain

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9310

State OMB No. 04-R2089 L

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-147	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6-24-81	State: Oregon County: Jefferson Project No.: SR-152 (2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Madras - Bear Drive

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-20-81	2.66

OTHER *(Specify)*

FUNDS Pro-Rata 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 433,440	$ 382,207

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 6-24-81

Form **PR-2** (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon June 17, 1981

Federal Aid Project
No.SR-152 (2)

Madras - Bear Drive Section
Culver Highway
Jefferson County

Project agreement estimate

Type Code 6201
Roadway (M.P. 0.25 to M.P. 2.91)

Mobilization		All Required	$ 25,000.00
Temporary Protection and Direction of Traffic		All Required	2,500.00
Temporary Signs	361 Sq.Ft.	6.00	2,166.00
Temporary Barricades	2 Each	50.00	100.00
Flagmen	450 Hour	22.00	9,900.00
Pilot Car	200 Hour	1.00	200.00
Cement Treated Base	19,000 Sq. Yd.	1.25	23,750.00
Cement for Treated Base	675 Ton	78.00	52,650.00
Asphalt in Chip Seal	25 Ton	200.00	5,000.00
Aggregate in Chip Seal	200 Ton	12.00	2,400.00
Class "B" Ashpalt Concrete Mixture	11,800 Ton	10.00	118,000.00
Asphalt Cement in Mixture	600 Ton	188.00	112,800.00
Asphalt in Tack Coat	20 Ton	200.00	4,000.00
Extra For Asphalt Approaches	10 Each	400.00	4,000.00
Delineators, Type 2	80 Each	14.00	1,120.00
			$ 363,586.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,800.00
Asphalt Cement Adjustment	All Required	16,500.00
		$ 18,300.00

Subtotal	$ 381,886.00
Engineering	51,554.00
Total	$ 433,440.00

Length of Roadway - - - - - - - - - - - 2.66 mi.
Cost of Roadway Per Mile- - - - - - - - $ 162,947.36

Federal Funds (88.18%)	$ 382,207.00
State Funds	51,233.00
Total	$ 433,440.00

Group 1 - 100%
Contract No. 9310
Prefix 116 - 1978
Prefix 116 - 1050

#7310

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7 - 2 - 81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SR-152(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jefferson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10055

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/2/81

8. FEDERAL ROUTE NUMBER Secondary 152

9. STATE ROUTE NUMBER Secondary 361

10. GENERAL LOCATION:

Madras - Bear Drive Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 6/18/81 I approve the program change as follows:

1) Project Number: Change to read "SR-152(2)".

2) Appn. Code: Change to read "079".

3) Class of Federal Funds: Change to read "Secondary R-R-R".

RECEIVED
STATE HWY ENGR
JUL 10 '81
REFER TO
Mohring
FOR

Info	Invcs	R/D	O/R	Sign	Act	File
					✓	

Orig to
7/18

14. DATE 7/2/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9310

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 18, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 10055
Project No. RS-152 (2)
Madras - Bear Drive Section
Jefferson County
Contract No. 9310

I request approval to change the funding on the project to utilize Secondary System Resurfacing, Restoration and Rehabilitation funds requiring changes as follows:

1) Project Number: Change to read "SR-152 (2).

2) Appn. Code: Change to read "079".

3) Class of Federal Funds: Change to read "Secondary R-R-R".

JLG/lms

cc: General Files

9310

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-20-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-152(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jefferson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10055

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-20-81

8. FEDERAL ROUTE NUMBER Secondary 152

9. STATE ROUTE NUMBER Secondary 361

MAY 26 '81
REFER TO
Moehring

10. GENERAL LOCATION:

Madras-Bear Drive Section

11. GENERAL DESCRIPTION OF WORK

Pavement overlay

Orig to
5-26-81

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of May 13, 1981, you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $640,000, Federal funds $564,300 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 5-18-81 that provisions of FHPM 7-5-1 have been complied with.

14. DATE 5-20-81

15. SIGNATURE OF APPROVING OFFICIAL Walach

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9310

No. 361

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/13/81
Donald L Grant

June ~~18~~ 11, 1981 Bid Letting ______ All Clear Deadline

SECTION Madras-Bear Drive
Highway Culver
County Jefferson Region 4
Type of Work Overlay Funds FAS
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

RS-152(2)

3 EXC

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☒	☐	☐	☐	☐

9310

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 13, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10055
Project No. RS-152(2)
Madras-Bear Drive Section
Jefferson County

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 11, 1981.

JLG:bkc
Attachments

cc: Dale Allen (Region 4)
General Files

9310 11-19-80 361

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: MADRAS - BEAR DRIVE

HIGHWAY NAME: CULVER

HIGHWAY NUMBER: 361

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
4	10	JEFFERSON	

LENGTH: 2.5

MILEPOST NUMBER: 0.25 TO 2.75

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER C.T. SG.

PROJECT DESCRIPTION

Project will begin at the end of the curbed section at First St., Madras. The existing roadbed consists of 2-11ft. paved travel lanes & 2ft.-4ft. shoulders that appear to be granular. State forces will place additional granular material to accommodate an overlay to a width of 32ft. The proposed contract will be for cement treated material 6ft. outside of the existing edges of pavement & overlaying with A.C.

1 Versteeg ✓
Anderson
2 Christ... Doe
3 Green
Sullivan
4 Trout

RECEIVED
DEC 01 1980
ROAD DESIGN
SECTION

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 1900

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Nerpin
Location Engineer
Date 11/19/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTI NUMBER AND WIDTH	P POSED NUMBER AND WIDTH
TRAVEL LANES	2, 11'	2,-12'
SHOULDERS	2, 2' to 4'	2,-4' *
MEDIANS		-
PARKING LANES		-
SIDEWALKS		-
BIKEWAYS		Shldr. Bikeway
INTERCHANGES		-
OTHER:		

* AASHTO Min. 2-8' Shldrs.

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ______________________________

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☐ N/A	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(4)	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	____________ (Region)	F1Q '83 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A.C.	4"	4"
CEMENT TREATED SUBGR.	10"	

7 - TYPICAL SECTION AND LOCATION

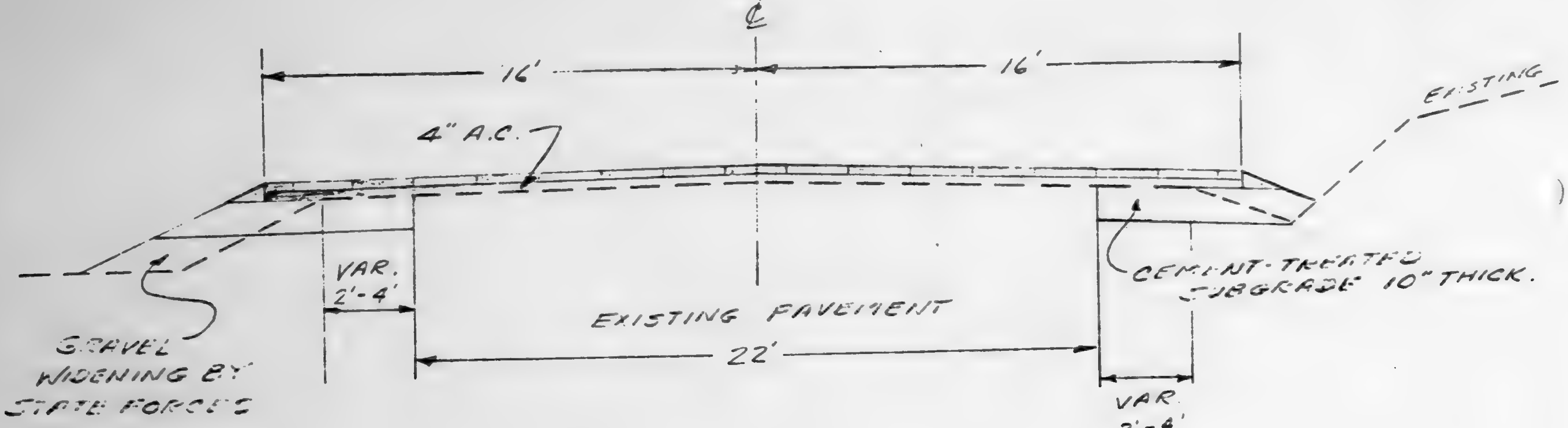
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

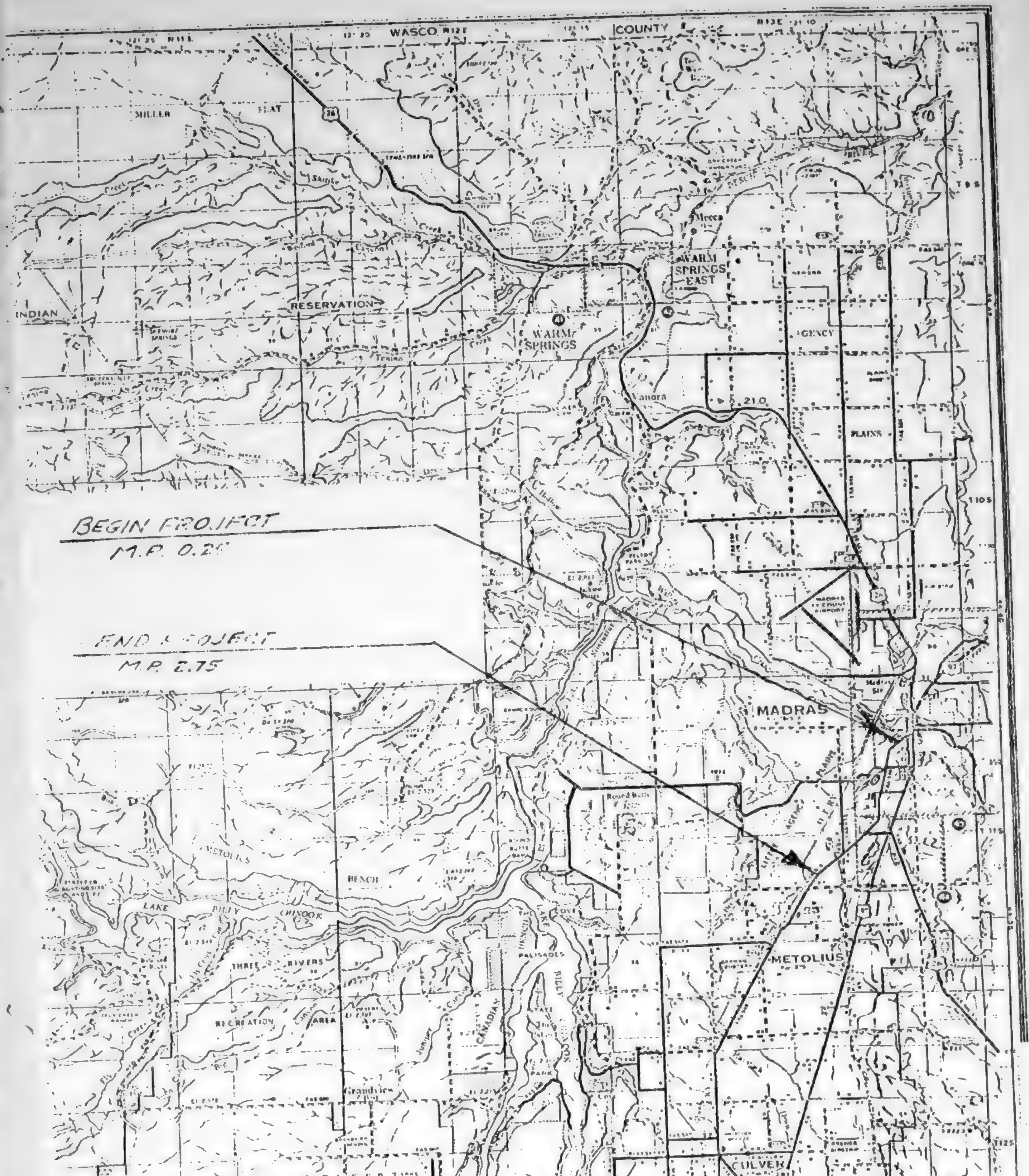
	REGION	SALEM
PRELIMINARY ENGINEERING	10,000.	19,500
RIGHT OF WAY		
TRAFFIC CONTROL	20,000.	25.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	499,824.	570.000
OTHER		
ENGINEERING & CONTINGENCIES 13.5%	70,176.	Incl. Above
PROJECT TOTAL	$600,000.	$614.500

SUBMITTED BY J R Haydon

TYPICAL SECTION


℄
16'
16'
EXISTING
4" A.C.
VAR. 2'-4'
CEMENT-TREATED SUBGRADE 10" THICK.
EXISTING PAVEMENT
22'
GRAVEL WIDENING BY STATE FORCES
VAR. 2'-4'

MADRAS-BEAR DRIVE
CULVER HWY.
JEFFERSON COUNTY
SEPT. 1980


WASCO
COUNTY
MILLER
FLAT
INDIAN
RESERVATION
WARM SPRINGS
WARM SPRINGS EAST
Mecca
AGENCY
Vanora
21.0
PLAINS
MADRAS
METOLIUS
CULVER
BENCH
LAKE
BILLY
CHINOOK
THREE RIVERS
RECREATION
AREA
PALISADES
CANADIAN
Grandview
LOWER
DESERT
BEGIN PROJECT
M.P. 0.25
END PROJECT
M.P. 2.75

9310 11-17-80

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S-152(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 10055

COUNTY NAME Jefferson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 21 '80
REFER TO Moehring
FOR
Info Inves R/D D/R [illegible] Act File

11-21
orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 11/17/80

FEDERAL ROUTE NUMBER Secondary 152

STATE ROUTE NUMBER Secondary 361

GENERAL LOCATION:

Madras - Bear Drive Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC $19,500 - F.F. $17,189
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 11/5/80.

DATE 11/17/80

SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-888

1981 Newberg-M.P. 26.0 Sec. of 9311
the Hillsboro Silverton Hwy.
beginning in Newberg. (Paving)

STATE COPY

nig   cc: OSHD (M/ Coulter)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Yamhill & Marion	DIVISION Oregon
DATE OF REPORT 3-25-85	REPORT MADE BY William H. Kappus, Area Engineer		PROJECT NO. F-75(7)
COMPLETION DATE (Actual) 7-22-82	ACCEPTANCE DATE BY CONRTACT AGENCY 4-18-83	TIME ELAPSED 102.5 %	CONTRACT TIME 160

LOCATION
See below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NEWBERG - M.P. 26
HILLSBORO - SILVERTON HIGHWAY
Grading and Paving

This project provided for an A.C. overlay and minor shoulder widening of a 5½-mile section of rural 2-lane highway.

There were no major overruns or underruns and no contract claims.

A final inspection of the completed project was made August 13, 1982.

-WHK-

[illegible]
W. E. [illegible]

RECEIVED
STATE HWY ENGR
APR 5 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cg
4/8

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer William H. Kappus		SIGNATURE Glenn K. Hossner	
TITLE Area Engineer	DATE 4/2/85	TITLE Field Operations Engineer	DATE 4/3/85

FORM FHWA 1446B   PREVIOUS EDITIONS MAY BE USED

9311

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 4-135

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

4-12-84

State Oregon

County Marion & Yamhill

Project Number F-75(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 22, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$1,225,000.00	$1,252,000.00
Federal funds	$1,080,205.00	$1,104,013.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of April, 19 84.

Oregon State Highway Division
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, MARCH 27, 1984

FEDERAL AID PROJECT NO. F-75(7)

Newberg-M.P. 26.0 Section
Hillsboro/Silverton Highway
Marion & Yamhill Counties

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 6201
Roadway (M.P. 20.59 to M.P. 26.0)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Install 4" Drain Pipe (SFO #8)	---	---	---	All Required	$24,232.25
				Subtotal	$24,232.35

Increase	$ 24,232.25
Subtotal of Prev. Estimate	1,112,754.00
Subtotal	$1,136,986.25
Engineering	115,013.75
Total	$1,252,000.00

Length of Roadway	5.41 Mi.
Cost of Roadway Per Mile	$231,423.29
Federal Funds	$1,104,013.00
State Funds	147,987.00
Total	$1,252,000.00

Group 1 - 100%
Contract No. 9311
Prefix: 124-1461
Prefix: 124-1054

RHZ:mld

9311

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 8-199		County Marion & Yamhill
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number F-75(7)
MODIFICATION NUMBER 1	[illegible] 1982	

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 22, 19 81,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,183,335.00	1,225,000.00 $ 1,235,000.00
Federal funds	$ 1,043,464.00	$ 1,089,023.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12 th day of August, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon August 4, 1982

Federal-Aid Project
No. F-75(7)

Newberg-M.P. 26.0 Section
Hillsboro/Silverton Highway
Marion and Yamhill Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (M.P. 20.59 to M.P. 26.0)

Subtotal of previous estimate of June 17, 1981			$1,051,854.00
Previous Estimate			
Asphalt Cement in Mixture	1,760 Ton	175.00	$ 308,000.00
Revised Estimate			
Asphalt Cement in Mixture	2,108 Ton	175.00	$ 368,900.00
		Increase	$ 60,900.00
		SUBTOTAL	$1,112,754.00
		Engineering	112,246.00
		TOTAL	$1,225,000.00

Length of Roadway ---------------- 5.41 mi.
Cost of Roadway Per Mile --------$228,280.96

Federal Funds -------------------$1,080,205.00
State Funds --------------------- 144,795.00
TOTAL $1,225,000.00

Group 1 99%; Group 8 1%
Contract No. 9311
Prefix: 124-1461
Prefix: 124-1054

9311

STATE COPY

TO BE COMPLETED BY FHWA 6-210	**U.S. DEPARTMENT OF TRANSPORTATION** **FEDERAL HIGHWAY ADMINISTRATION** **FEDERAL-AID PROJECT AGREEMENT** 6-22-81	STATE Oregon COUNTY Marion & Yamhill PROJECT NO. F-75 (7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Newberg - M.P. 26.0

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-20-81	5.41

OTHER *(Specify)*

FUNDS Pro- Rata 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 1,183,335	FEDERAL FUNDS $ 1,043,464

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By *(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator 6/22/81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon June 17, 1981

Federal Aid Project
No. F-75 (7)

Newberg - M.P. 26.0 Section
Hillsboro/Silverton Highway
Marion and Yamhill Counties

Project Agreement Estimate

Type Code 6201
Roadway (M.P. 20.59 to M.P. 26.0)

Furnishing Field Laboratory	1	Each	2,000.00	$ 2,000.00
Mobilization			All Required	30,000.00
Temporary Protection And Direction of Traffic			All Required	12,000.00
Temporary Signs	790	Sq. Ft.	5.00	3,950.00
Temporary Barricades	6	Each	100.00	600.00
Temporary Plastic Safety Markers	14	Each	75.00	1,050.00
Temporary Delineators	100	Each	12.00	1,200.00
Flagmen	1,400	Hour	21.00	29,400.00
Pilot Car	300	Hour	1.00	300.00
Clearing and Grubbing			All Required	5,000.00
Removal of Structures and Obstructions			All Required	2,000.00
General Excavation	5,900	Cu. Yd.	4.00	23,600.00
Finishing Roadbed and Slopes			All Required	3,000.00
Watering		M/Gal.	12.00	3,000.00
Aggregate Shoulders	12,100	Ton	5.50	66,550.00
Cement Treated Base	19,600	Sq. Yd.	2.00	39,200.00
Cement for Treated Base	755	Ton	70.00	52,850.00
Asphalt in Chip Seal	20	Ton	250.00	5,000.00
Aggregate in Chip Seal	165	Ton	25.00	4,125.00

ALTERNATE "B"

Class "B" Asphalt Concrete Mixture	26,700	Ton	9.00	240,300.00
Class "B" Asphalt Concrete Mixture in Leveling	4,760	Ton	9.00	42,840.00
Asphalt Cement in Mixture	1,760	Ton	175.00	308,000.00
Asphalt in Tack Coat	40	Ton	250.00	10,000.00
Membrane Waterproofing	2,850	Sq. Yd.	5.00	14,250.00
18-inch Culvert Pipe	8	Lin. Ft.	50.00	400.00
12-inch Sewer Pipe	6	Lin. Ft.	50.00	300.00
Concrete Inlets, Type G	2	Each	600.00	1,200.00
Guard Rail, Type 2A	5,750	Lin. Ft.	9.50	54,625.00
Guard Rail, Type 3	400	Lin. Ft.	22.00	8,800.00
Guard Rail Anchors, Type 1	8	Each	300.00	2,400.00
Extra for Guard Rail Bridge Connections	16	Each	300.00	4,800.00
Rail End Pieces, Type C	8	Each	70.00	560.00
Extra for Asphalt Approaches	82	Each	200.00	16,400.00
Delineators, Type 2	90	Each	22.00	1,980.00
Delineators, Type 3	26	Each	25.00	650.00
Delineators, Type 4	36	Each	9.00	324.00
Roadside Seeding and Mulching	1	Acre	1,000.00	1,000.00
			Alternate "B"	$993,654.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 4,500.00
Temporary Pavement Striping	" "	2,200.00
Remove Pavement Striping	" "	1,200.00
Bikeway Signing & Striping	" "	8,500.00
Asphalt Cement Adjustment	" "	41,000.00
On the Job Trainees	" "	800.00
		$ 58,200.00
	Subtotal Alt."B"	$1,051,854.00
	Engineering	131,481.00
	Total	$1,183,335.00

Length of Roadway - - - - - - - - - - 5.41 mi.
Cost of Roadway Per Mile- - - - - - $ 218,731.05

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$ 6,000.00

Federal Funds (88.18%)		$1,043,464
State Funds		139,871
	Total	$1,183,335

Group 1 - 99%; Group 8 - 1%
Contract No. 9311
Prefix 124 - 1461
Prefix 124 - 1054

Newberg - M.P. 26.0 Section
(Nonparticipating - State Work)

Furnishing and Installing Mail Box Posts	25 Each	100.00	$ 2,500.00

9311

140

ROAD DESIGN SECTION 378-6558

February 2, 1984

D. O. Christensen
Region 2 Engineer, SALEM

W. H. Wakerlig
Right of Way Descriptions Supervisor

Newberg-M.P. 26 Section
Hillsboro-Silverton Highway
Marion County

We are forwarding herewith a reproducible map (part of Drawing No. 8B-1-5) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Designer Draftsman

ALD:rlr
Attachment

3

9311 rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-75(7)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Marion & Yamhill
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 10151
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/2/83
8. FEDERAL ROUTE NUMBER Primary 75
9. STATE ROUTE NUMBER Secondary
10. GENERAL LOCATION:

Newberg - M.P. 26 Section

11. GENERAL DESCRIPTION OF WORK

Install 4" drain pipe along center line to remove trapped water under pavement.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6/2/83 as requested in Mr. Keasey's letter of 8/30/83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 8 is approved for a TEC of $24,232.25 Federal Funds $21,368.00.

RECEIVED
STATE HWY ENGR
SEP 19 '83
REFER TO Potter
FOR
Info Invcs R/D D/R Sign Act File

Origtt
9/19

14. DATE 9/8/83
15. SIGNATURE OF APPROVING OFFICIAL G K Hess
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9311

May 13, 1983

COM 5
#9311

Cummings Transfer Co.
P.O. Box 826
Albany, OR 97321

Attention: Rich Mieksell
President

Gentlemen:

Thank you for your letter of April 29, 1983, informing us that you have received payment in the amount of $23,790 from Babler Bros., Inc. for materials that you supplied to them near Newberg.

You state this is in reference to the C. C. Meisel Co., Inc., Contract No. 9311 for paving on the Newberg-M.P. 26.0 Section of the Hillsboro-Silverton Highway in Marion and Yamhill Counties.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: C. C. Meisel Co., Inc.
P. O. Box 208
McMinnville, OR 97128

Seaboard Surety Company
320 - 108th Ave., NE
Suite 401
Bellevue, WA 98004

5-13-83

CUMMINGS TRANSFER CO.
740 29th Avenue S.W. • P. O. Box 826 • Albany, Oregon 97321
Telephone (503) 928-3385

April 29, 1983

Mr. Robert Gormsen
Office of Commission Services
Room 121 Transportation Building
Salem, Oregon 97310

SUBJECT: OSHD Contract #9311

Dear Mr. Gormsen:

Cummings Transfer Co., would like to go on record with the State of Oregon that we have received full payment for materials that we supplies to Babler Bros., Inc. at the C.C. Miesel OSHD job #9311 near Newberg, Oregon.

Total amount received was $23,790.00.

Very truly yours,

CUMMINGS TRANSFER CO.

Rich Mikesell
President

maj

RECEIVED
MAY - 2 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9311

May 12, 1983

CON 5
#9311

AGC-Operating Engineers Trust Funds
P.O. Box 4668
Portland, OR 97208

Attention: Barbara J. Winchester
Delinquency Coordinator

Gentlemen or Ladies:

Thank you for your letter of April 29, 1983, informing us that the claim for fringe benefits due from Husky Fence Company has been paid in full.

You state this is in reference to the C. C. Meisel Co., Inc., Contract No. 9311 for paving on Newberg-M.P. 26.0 Section of the Hillsboro-Silverton Highway in Marion and Yamhill Counties.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

cc: C. C. Meisel Co., Inc.
P.O. Box 208
McMinnville, OR 97128

Seaboard Surety Company
320 - 108th Ave., NE
Suite 401
Bellevue, WA 98004

MAILED ON
5-12-83

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

April 29, 1983

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: CON 5 #9311 - Newberg - M. P. 26.0 Section
General: C. C. Meisel Co., Inc.
Subcontractor: Husky Fence Company

Gentlemen:

Please be advised that claim of AGC - Operating Engineers Local 701 Trust Funds for fringe benefits due from Husky Fence Company on the above project have now been paid in full.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Winchester
Delinquency Coordinator

BJW:lkp

c c: C. C. Meisel Co., Inc. Attn: Tom Miller
Seaboard Surety Company

RECEIVED
MAY - 2 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

I.U.O.E.
Local 701

Employer Trustees
W. RAY ROGERS, *Chairman*
FRANK HASTIE, *Vice Chairman*
LLOYD BABLER, JR.
RICHARD T. ROBERTSON

Union Trustees
DEAN WEAR, *Secretary*
JIM RIDDERBUSCH, *Vice Secretary*
FRANCIS WICKLANDER
CHARLES WALLING

AGC
Oregon-Columbia
Chapter

9311 5-2-83 File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Banducci Bros. Const. No. 9465	Cow Cr. & Manzanita SRA's Douglas & Josephine Counties	April 4, 1983
Stach Const. Co. No. 9342	Williamson River Bridge Klamath County	April 5, 1983
Don Haisch Const. Co. No. 9507	Clatskanie River (Clatskanie) Bridge Columbia County	April 11, 1983
Rogue River Paving Co.,Inc. No. 9521	Fairhaven School-Agate St. Klamath County	April 11, 1983
Hamilton Electric, Inc. No. 9512	SE 162nd Ave.-NW Ava Ave. Multnomah County	April 11, 1983
Banducci Bros. Const. No. 9448	Gettings Cr., Cabin Cr. & S. Umpqua Safety Rest Areas Lane & Douglas Counties	April 12, 1983
Hertz Electric, Inc. No. 9462	Washington County Fire Pre-Emption Project No. 1 Washington County	April 12, 1983
Gresham Paving, Inc. No. 9391	SE Harmony Rd. @ SE Price Fuller Rd. Clackamas County	April 15, 1983
Ajax Electric Co. No. 9470	Col. River Hwy. @ 1st St. (Rainier) Columbia County	April 15, 1983
JAL Construction, Inc. No. 9524	Antelope Creek Culvert Crook County	April 18, 1983

Contractor and Contract No.	Section and County	Acceptance Date
C.C. Meisel Co., Inc. No. 9311	Newberg-M.P. 26.0 Marion & Yamhill Counties	April 18, 1983
Stach Construction Co. No. 9432	Fiddle Creek Bridges Lane County	April 22, 1983
Hansen Electric Co. No. 9438	NE Sandy Blvd.-SE Washington St. (Portland) Multnomah County	April 28, 1983

May 2, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9311

April 28, 1983

Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

CON 5
#9311

Gentlemen or Ladies:

Contract No. 9311 awarded to C. C. Meisel Co., Inc., for paving on the Newberg-M.P. 26.0 Section of the Hillsboro-Silverton Highway in Marion and Yamhill Counties was completed on January 14, 1983, and accepted by the State Highway Division on April 18, 1983.

Final payment in the amount of $2,000 will be released to the contractor after May 3, 1983. The total contract amount is $1,056,457.42. No work was performed under force account.

You were previously advised that claims have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
cc: C. C. Meisel Co., Inc.
P. O. Box 208
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
C. O. Fredrickson

9311

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

February 14, 1983

C. C. Meisel Co., Inc.
PO Box 208
McMinnville, Oregon 97128

Attn: Tom Miller

Re: Oregon State Highway Division
Contract No. 9311
General Contractor - C. C. Meisel Co., Inc.
Subcontractor - Husky Fence Co., Inc.
Surety - Seaboard Surety Company

Dear Mr. Miller:

Pursuant to your request, enclosed are copies of the certified payrolls of Husky Fence Co. on the above project, copies of Husky's November, 1981 and December, 1981 reports and a summary breakdown of unpaid hours. Please note Husky Fence paid their November, 1981 report but did not pay their December, 1981 report.

If you require any further information, please advise.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

B J Winchester

Barbara J. Winchester
Delinquency Coordinator

BJW:lkp
Enclosures
cc: Stephen Buckley

no resp

RECEIVED
FEB 17 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Employer Trustees
W. RAY ROGERS, *Chairman*
FRANK HASTIE, *Vice Chairman*
LLOYD BABLER, JR
WILLIAM D. ROBERTSON

Union Trustees
DEAN WEAR, *Secretary*
LAMONTE MORGAN
JIM RIDDERBUSCH
FRANCIS WICKLANDER

OPERATING ENGINEERS EMPLOYER TRUST FUNDS

SCHEDULE OF UNREPORTED HOURS AND DELINQUENT AMOUNT - PER CERTIFIED PAYROLLS

For the period of December 1, through December 11, 1981

Husky Fence Co., Inc.
#47900

OSHD #9311 - Newberg MP 26

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FEB 17 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

		1981 Dec.	1981 Total
Wilde, C. L. 544-82-2994		80.0	80.0
Lahr, G. R. 540-84-0516		80.0	80.0
Total Def. Hours		160.0	160.0
Contributions:			
H & W	@$1.30	$208.00	$208.00
Pension	@ 1.47	235.20	235.20
Training	@ .10	16.00	16.00
CIAF	@ .05	8.00	8.00
Vacation	@ 1.00	160.00	160.00
Sub Total		$627.20	$627.20
Liquidated Damages		66.92	66.92
*Interest		74.28	74.28
		$768.40	$768.40

*Interest was calculated at 12% through January 20, 1983.

CARB-OUT
DE LUXE CHECK PRINTERS, INC.

C. C. MEISEL CO., INC.
P. O. BOX 208 472-2109
MC MINNVILLE, OR 97128

Oregon's Oldest Independent Bank
FIRST NATIONAL BANK OF McMINNVILLE
McMINNVILLE, OREGON

1025

96-67
1232

$768[illegible]

PAY

TO THE ORDER OF
*A. G. C. Operating Engineers Trust Funds
P.O. Box 4668
Portland, Oregon 97208

DATE	AMOUNT
2-16-83	768.40

Winifred M Dix

⑈001025⑈ ⑆123200677⑆ 00 00522 3⑈

DELUXE CHECK PRINTERS

C. C. MEISEL CO., INC.

DETACH AND RETAIN THIS STATEMENT
THE ATTACHED CHECK IS IN PAYMENT OF ITEMS DESCRIBED BELOW.
IF NOT CORRECT PLEASE NOTIFY US PROMPTLY. NO RECEIPT DESIRED

DELUXE - FORM TWC-3 V-2

DATE	DESCRIPTION	AMOUNT
	Fringe benefit contribution for Husky Fence Co. Oregon SDate Highway Job Newberg Mile Post 26 Contract # 9311	768.40

HU
5-5-83

V-8

RECEIVED
FEB 17 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9311

files

CARNEY, CORNELIUS & BUCKLEY
ATTORNEYS AT LAW
410 RIVIERA PLAZA
1618 S.W. FIRST AVENUE
PORTLAND, OREGON 97201

TELEPHONE (503) 221-0611

RICHARD R. CARNEY
DARRELL L. CORNELIUS
JEROME B. BUCKLEY, JR.
JAMES W. KASAMEYER
PAUL C. HAYS
DAVID D. LIPTON
LINDA J. LARKIN
STEPHEN H. BUCKLEY
RALPH E. WISER III

February 9, 1983

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

C. C. Meisel Co., Inc.
P. O. Box 208
McMinnville, Oregon 97128

Attn: Tom Miller

Re: Oregon State Highway Division
Contract No. 9311
General Contractor - C. C. Meisel Co., Inc.
Subcontractor - Husky Fence Co., Inc.
Surety - Seaboard Surety Company

Dear Mr. Miller:

Our law firm represents the AGC-Operating Engineers Local 701 Trust Funds in the collection of delinquent employee fringe benefit contributions.

As you know, in August, 1982 a Notice of Claim on a Public Works Bond was filed by the AGC-Operating Engineers Trust Funds. The Bond Claim contended that your subcontractor, Husky Fence Co., Inc., failed to make all required fringe benefit contributions on behalf of its employees who were working on Oregon State Highway Division Contract No. 9311.

There is presently due and owing from Husky Fence to the Trust Funds the sum of $627.20 in delinquent employee fringe benefit contributions, $66.92 in liquidated damages and $74.28 in interest calculated through January 20, 1983.

Unless payment of the aforementioned sums is received within ten (10) days from your receipt of this letter, we shall recommend to our client that a lawsuit be instituted on your Bond. If you need any additional information concerning our claim, please feel free to contact me.

Very truly yours,

CARNEY, CORNELIUS & BUCKLEY

/s/ STEPHEN H. BUCKLEY
Stephen H. Buckley

claim - $620.3[illegible] +
filed [illegible] 82

SHB:rb
cc: Barbara Winchester
Robert Gormsen
Seaboard Surety Co.

RECEIVED
FEB 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9311

FORM 81-734-3081

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION NEWBERG - M.P. 26.0		WEEK ENDING 1/15/83
		SECTION PREFIX 124-1054
	HIGHWAY HILLSBORO/SILVERTON	COUNTY YAMHILL & MARION
NAME OF JOB NEWBERG - M.P. 26.0	KIND OF WORK PAVING	
CONTRACTOR C.C. MEISEL CO.	CONTRACT NUMBER 9311	FEDERAL AID PROJECT NUMBER F - 75(7)
DATE OF CONTRACT JUNE 17, 1981	DATE WORK STARTED 7/23/81	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN SUPERVISION:	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 164
PROJECT AUTHORIZATION: $ 1,194,810.75	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 109
EXCLUSIVE OF ENGINEERING: $ 1,109,846.43	ENGINEERING AUTHORIZATION $ 84,964.32	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,062,054.00	ENGINEERING COST TO DATE $ 115,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN -4.5 %	PERCENT OF AUTHORIZATION 135%	DATE PROJECT WAS COMPLETED: 7-22-82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	Paving	Chip Seal	Guard Rail	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.41	5.41			5.41
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,900 cy	19,600 ton			31,460. ton
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,450	17,500			32,200
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	N/A							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	********			PROJECT COMPLETE
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY	*********			

CE K RECEIVED
CAE
FOE
OCS JAN 17 1983 TC
SCS CONSTRUCTION FE
EEO SECTION CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed 7-22-82
Final Inspection 8-13-82
Semi-Final submitted to Region 12-03-82
3rd Notification 1-14-83

Region II Geologist and contractor have drilled horizontal holes to attempt to relieve water problem, Region Geologist will monitor.

State Force Order to construct mounds at Gearins Corner & McKay Rd. has been started 12-20-82 Anticipated date of completion May 1983.

This is the last Weekly Report.

SIGNED Warren E Mueller LOCATION SALEM
WARREN E. MUELLER PROJ. MANAGER

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

7311

#140

1 Versteeg ✓
Anders
2 Adams A
Olson
Sullivan
Terpin
Wekerlig

RECEIVED
JAN 13 1983
ROAD DESIGN SECTION

STATEMENT OF OVERRUNS AND UNDERRUNS

SECTION:	NEWBERG - M. P. 26	**CONTRACT #:**	9311
HIGHWAY:	HILLSBORO - SILVERTON	**PREFIX #:**	124-1054
COUNTY:	MARION - YAMHILL	**F.A.P. #:**	F-75(7)

Item	Contract Amount	Semi-Final Amount	%(+ or -)
Bid Items	996,154.00	1,019,949.49	+ 2.4%
Anticipated Items	65,900.00	9,370.25	- 85.8%
Contingencies	47,792.43	47,488.27	- .6%
Engineering	84,964.32	135,000.00	+ 58.9%
Total	1,194,810.75	1,211,808.01	+ 1.4%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

No.	Item	Contract Quantity	Final Quantity	%(+ or -)
8.	Flagmen Job ran through two seasons requiring additional flagging.	29,400	46,714.50	+ 59%
26.	Class "B" AC Total asphalt ~~cement~~ concrete pavement, Class "B-C" & Commercial Mix had an overrun of 6.8% of the contract which is within limits. Reason for the overrun quantities is in part due to relocation of roadway at Gerin Corner and McKay Road connection, which was redesigned after contract was awarded.	26,700	27,352.48	+ 2.4%
28.	AC in Mixture Liquid asphalt in mixture estimate was band on 5%. The mix design called for 6.9% on base & 6.3% on top. This would mean that we had about 1.5% more asphalt cement required than was estimated. This was due to the asphalt retention characteristics of the aggregate used in the production of the mix.	1,760	2,083.49	+ 18.4%
31.	18" Culvert Pipe Required 10 feet additional to reach ditch line.	8	15	+ 47%
32.	12" Sewer Pipe 12" Sewer pipe extensions to driveway drains caused the overrun. No extensions were shown for driveways.	6	2	- 66.6%

REFERRED TO
Beard Stoudenmeyer
1 Cole WEC Mann
Erikson Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Due
BY FINAL DESIGN ENGINEER

9311

3

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-75(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion & Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10151

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/8/82

8. FEDERAL ROUTE NUMBER Primary 75

9. STATE ROUTE NUMBER Secondary 140

10. GENERAL LOCATION:
Newberg - MP 26 Section

11. GENERAL DESCRIPTION OF WORK
Drill horizontal holes through cement treated shoulders to serve as pressure relief points for excess water

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/8/82 as requested in Mr. Keasey's letter of 11/30/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 7 is approved for a TEC of $1,750 Federal Funds $1,543.

RECEIVED
STATE HWY ENGR
DEC 20 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

14. DATE 12/13/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

93"

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-75(7)

B

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion & Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10151

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/13/82

8. FEDERAL ROUTE NUMBER Primary 75

9. STATE ROUTE NUMBER Secondary 140

10. GENERAL LOCATION:
Newberg - M.P. 26.0 Section

11. GENERAL DESCRIPTION OF WORK
Construct earth mounds at McKay Road Intersection

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of your Project Agreement if additional funds are required, I approve the advance authorization date of 8/13/82 as requested in Mr. Keasey's letter of 11/16/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No.6 is approved for a TEC of $2,000 Federal Funds $1,764.

RECEIVED
STATE HWY ENGR
NOV 30 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
11/30

14. DATE 11/23/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9311

L,

CON

September 16, 1982

C. C. Meisel Co., Inc.
Box 206
McMinnville, OR 97128

Time Extension Request
Newberg-m.p. 26.0
Contract No. 9311
FAP No. F-75(7)

Your request for additional contract time in which to complete the above project has been carefully considered. A contract time extension of ten calendar days is granted due to the performance of work under Price Agreements 2 and 3. We note that significant original contract work was in progress concurrently and therefore it is evident that the project was not delayed the 14 calendar days requested.

There remains four calendar days of liquidated damages under this contract.

Should you wish to submit additional data or to further review this matter, please contact Project Manager Warren Mueller.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter	
C. T. Keasey	
C. O. Fredrickson	w/att.
Warren Mueller	w/att.
FHWA	w/att.
R. D. Church	

124-1054

STATE OF OREGON **INTEROFFICE MEMO**

DATE: September 13, 1982

TO: C. T. Keasey
Construction Engineer

FROM: Gerald Wimer Gerald Wimer
Region II Construction Engineer

SUBJECT: Time Extension Request
Newberg - M.P. 26.0
Hillsboro-Silverton Highway
Contract 9311

C. C. Meisel Co., Inc., by the attached formal request asks for an additional 14 calendar days (cd) or a new total of 164 cd to complete the project. Accompanying the request is the consent of their surety and Vice-President Thomas C. Miller's July 8 letter explaining the basis of their request being our addition of Price Agreements Nos. 2 and 3 to the project.

Project Manager W. E. Mueller, in his attached August 23 transmittal letter confirms that the contractor worked on Price Agreements Nos. 2 and 3 on the 14 days mentioned in Mr. Miller's letter. Other contract work, particularly CTB work progressed virtually simultaneously. Therefore, this office concludes that the project was not delayed 14 workdays. However, there were delays. An appropriate prorata appears to be 50-50. By expanding the 14 workdays to 20 cd and dividing by 2 yields a 10 cd extension recommendation by this office. Mr. Mueller concurs. This still leaves 4 cd of liquidated damages.

Some minor additional work is still needed before final acceptance of the project. Most, if not all of this additional work, will be eligible for an additional time extension. When a further request in details with a recommendation are received, they will be forwarded. In the interim, I recommend processing the current request.

GW:lj

Attachment

CE
CAE
FOE
OCS
SCS
EEO
RECEIVED
SEP 14 1982
CONSTRUCTION SECTION
OM
CA
LC
TC
FE
CP

9-14-82

W.E. Schwartz

I concur with the Region that added and extra work are valid reasons for added contract time. The quantity of work added here was almost insignificant and should have required 4 or 5 days at most, however, in view of the lack of any finite data from our field engineers I don't feel that I should alter their finding for 10 calendar days and so recommend.

Contains Recycled Materials

CL-82-157

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 26 1982
NORMA PAULUS
SECRETARY OF STATE

August 24, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9311

AGC-Operating Engineers Trust Funds
P. O. Box 4668
Portland, OR 97208

Attention: Gary Harrison
Secretary-Treasurer

RECEIVED
26
NORMA PAULUS

Gentlemen or Ladies:

This will acknowledge a copy of a letter dated August 5, 1982, addressed to the Seaboard Surety Company enclosing a copy of a Notice of Claim from G and B Management Services, Inc., (AGC-Operating Engineers Trust Funds). The claim is for fringe benefits due to the employees of Husky Fence Company, Inc., working under the jurisdiction of International Union of Operating Engineers, Local No. 701, in the amount of $627.20 plus interest.

The claim states this is in reference to the C. C. Meisel Company, Inc., Contract No. 9311 for paving on the Newberg-M.P. 26.0 Section of the Hillsboro-Silverton Highway in Marion and Yamhill Counties.

As you know, the Seaboard Surety Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim filing. We note that you have filed it directly with the Secretary of State.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
AUG 31 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

dmc

cc: C. C. Meisel Co., Inc.
P. O. Box 208
McMinnville, OR 97128

Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

bc: ✓ Secretary of State - Please advise us of your filing date and number of the attached claim on the enclosed copy of this letter. Claim filed directly with you by AGC.

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

CERTIFIED MAIL RRR#P222 591 720

August 5, 1982

Seaboard Surety Company
320 108th Ave. NE
Suite 401
Bellevue, Wash. 98004

Re: Project: OSHD #9311, Newberg - M.P.26.0 - Section of Hillsboro/Silverton Hwy, Marion County, Oregon
General: C. C. Meisel Co., Inc.
Surety: Seaboard Surety Co.
Subcontractor: Husky Fence Company, Inc.

Gentlemen:

Enclosed you will find a Notice of Claim regarding the above project. Copies of the Claim have been mailed to the Secretary of State, Oregon Department of Transportation, C. C. Meisel Co., Inc. and Husky Fence Company, Inc.

This claim is subject to revision upon verification that all certified payrolls for this project on Husky Fence Company have been submitted to the Oregon Department of Transportation.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Winchester
Delinquency Coordinator

BJW:lkp
Enclosures
cc: Delinquency Committee
Jerome B. Buckley, Jr.
Husky Fence Company, Inc. RRR#P222 591 721
C. C. Meisel Co., Inc. RRR#P222 591 722
✓Department of Transportation RRR#P222 591 723
Secretary of State RRR#P222 591 724

RECEIVED
AUG 10 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Employer Trustees
W. RAY ROGERS, *Chairman*
FRANK HASTIE, *Vice Chairman*
LLOYD BABLER, JR.
WILLIAM D. ROBERTSON

Union Trustees
DEAN WEAR, *Secretary*
AL BOOTH, *Vice Secretary*
LAMONTE MORGAN
JIM RIDDERBUSCH

CERTIFIED MAIL RR P222 591 723

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

TO: State of Oregon
Department of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Notice is hereby given that AGC - OPERATING ENGINEERS LOCAL 701 TRUST FUNDS has a claim for fringe benefits due to the employees of HUSKY FENCE COMPANY, INC., working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS, LOCAL NO. 701, in the amount of \$627.20* contributions, together with liquidated damages and interest at the rate of twelve percent (12%) per annum from date of delinquency until paid, against the bond issued on or about June 7, 1981, bond no. _______, on which C. C. MEISEL CO., INC., is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORATION, HIGHWAY DIVISION, is the owner, and SEABOARD SURETY COMPANY, is the surety, for that project known as CONTRACT NO. 9311 NEWBERG - M.P.26.0 - SECTION OF HILLSBORO, SILVERTON HWY., Marion County, Oregon.

DATED: August ___, 1982.

G & B Management Services, Inc.

Gary Harrison

Gary Harrison, Secty/Treas.
Administrator, AGC - Operating
Engineers Trust Funds
PO Box 4668
Portland, Oregon 97208

RECEIVED
AUG 10 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

*Subject to revision

9311 CL-82-44

files

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 15 1982
NORMA PAULUS
SECRETARY OF STATE

March 12, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9311

Cummings Transfer Co.
P. O. Box 826
Albany, OR 97321

Attention: Robert Eisenhauer

RECEIVED
MAR 15 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen or Ladies:

This will acknowledge receipt of your letter of February 26, 1982, stating that Babler Bros., Inc., owes you for materials in the amount of $23,790 supplied to Contract No. 9311.

The claim states this is in reference to the C. C. Meisel Company, Inc., Contract No. 9311 for paving the Newberg-M.P. 26.0 Section of the Hillsboro-Silverton Highway in Marion and Yamhill Counties.

As you know, Seaboard Surety Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAR 16 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FKN:dmc

cc: C. C. Meisel Co., Inc.
P. O. Box 208
McMinnville, OR 97128

Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

FIL

4-1-82 dmc

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

CUMMINGS TRANSFER CO.
740 29th Avenue S.W. • P. O. Box 826 • Albany, Oregon 97321
Telephone (503) 928-3385

February 26, 1982

Mr. Robert Gormsen
Office of Commission Services
Room 121 Transportation Building
Salem, Oregon 97310

SUBJECT: OSHD Contract #9311

Gentlemen:

Cummings Transfer Co., would like to go on record with the State of Oregon that we have not received our payment for materials that we supplied to Babler Bros., Inc. at the C.C. Miesel OSHD job #9311 near Newberg, Oregon.

There were three truck and trailer loads of diesel fuel that were delivered to the job site on the following dates:

October 20, 1981 in the amount of	$7,946.25
October 24, 1981 in the amount of	$7,897.50
November 7, 1981 in the amount of	$7,946.25

Total amount due on this job is $23,790.00

The Bonding Company for this job is:
Seaboard Surety Co.
K.L.& K. Associates Inc.
Room 1262
500 NE Multnomah Street
Portland OR 97232

Very truly yours,

CUMMINGS TRANSFER CO.

Robert E. Eisenhauer

Robert Eisenhauer

maj

RECEIVED
FEB 26 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9311

Niedermeyer-Martin Co.
Wood Products
Since 1920

November 30, 1981

State of Oregon
Highway Division
Transportation Building
Room 122
Salem, Oregon 97310

RE: OREGON STATE CONTRACT 9311
PRIME CONTRACTOR: C.C. MEISEL CO., INC.
McMinnville, Oregon

Gentlemen:

This is to notify you that we have commenced to furnish materials of guard rail posts and blocks to your subcontractor, C.C. Meisel Co., Inc., P.O. Box 208, McMinnville, Oregon 97218--jobsite Newberg to MP 26 Sec. of Hillsboro-Silverton Highway (No. 219)-- Oregon State Contract 9311.

You and your bond will be held liable for payment of same.

Cordially yours,

NIEDERMEYER-MARTIN CO.

Matt S. Masco
kg

Matt S. Masco
Comptroller

MSM/kg

RECEIVED
DEC 1 - 1981
COMM[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

no response nec.

Inquiries Particularly Requested for Unusual and Difficult Items
1727 N.E. 11th Avenue • P.O. Box 3768, Portland, Oregon 97208 U.S.A. • Tel. 503/287-2411 • Toll Free 800/547-6952 • Telex 15-1323 • Cable: NIEDO

931

10-8-81

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-75(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion & Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10151

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/2/81

8. FEDERAL ROUTE NUMBER Primary 75

9. STATE ROUTE NUMBER Secondary 140

10. GENERAL LOCATION:
Newberg - M.P. 26.0 Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Swan's letter of 9/28/81 this will confirm the advance approval date of 9/2/81 to proceed with the actual adjustments of St. Paul Co-op Telephone Assn's buried telephone cable on an actual cost basis estimated to be $983 Federal Funds $866.80

I approve the agreement with St. Paul Co-op Telephone Association.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

STA
OCT 15 '81
REFER TO Moehring
FOR
Info Invr Reply Draft Sign File

orig 10-?0

14. DATE 10/8/81

15. SIGNATURE OF APPROVING OFFICIAL Walach

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

#7311

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 29, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Project No. F-75(7)
Newberg-M.P. 26.0 Section
Marion & Yamhill Counties

I request your approval of a minor program change on the subject project to include in the charactor of proposed work "Utility Adjustments", which is required for adjustment of a telephone cable by St. Paul Cooperative Telephone. Additional information is contained in our previous letter of September 28, 1981.

CL:bkc

cc: General Files

Form 734-3122

#9311

9-18-81

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-75(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion & Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10151

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/14/81

8. FEDERAL ROUTE NUMBER Primary 75

9. STATE ROUTE NUMBER Secondary 140

10. GENERAL LOCATION:
Newberg - M.P. 26.0 Section

11. GENERAL DESCRIPTION OF WORK
Permanent signing throughout project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 8/14/81 as requested in Mr. Keasey's letter of 9/10/81 as being in the public interest for the use of State Forces to proceed with the above work State Force Order No. 2 is approved for a TEC of $6,000 Federal Funds $5,290.

RECEIVED
STATE HWY ENGR
SEP 23 '81
REFER TO Moehring
FOR

orig
9-28

14. DATE 9/18/81

15. SIGNATURE OF APPROVING OFFICIAL G.K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9311

124-1054

140

STATE OF OREGON

INTEROFFICE MEMO

TO: Hank Wakerlig
RIGHT OF WAY DESCRIPTIONS ENGINEER

DATE: August 31, 1981

FROM: Gerald Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: M.P. 25 Curve Revision
Newberg-M.P. 26.1 Section
Hillsboro-Silverton Secondary
Contract No. 9311

During design of the subject project we deemed it advisable to stay within the existing right of way particularly because Marion County had future plans for the side road that seemed to call for a squared-up intersection.

We find less existing right of way than originally thought and some difficulty to stay within that existing right of way together with a request from Marion County that we ease this curve to fit a slightly different future plan of theirs than we originally anticipated. We also find a severe accident rate as indicated on the attached accident listing. For these reasons we secured a permit of entry from J. & M. Rasmussen and concurrence of the Construction office and FHWA to proceed with this curve revision, mostly at contract bid items utilizing approximately $20,000 of the contingency funds.

Therefore, please have your staff prepare a right of way description and set up a right of way for the acquisition of the property shown on the attached sketch map and permit of entry.

GW/rgb
cc: D. O. Christensen w/attch.
Virgil Wilson "
R. A. Kuehn "
Warren Mueller "

1 Versteeg ✓
Anderson
Christensen
2 Olson
Sullivan
Terpin
Trout
3 Wakerlig

OK

RECEIVED
SEP - 2 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

NOTED
ROBERT R. ROUNDS

PERMIT OF ENTRY

File No. ____________________

Name RASMUSSEN

Section Newberg M.P. 26.1 Project

Highway Hillsboro - Silverton

County Marion

Oregon State Highway Division
Department of Transportation Building
Salem, Oregon 97310

REGION 2 ENGINEER
RECEIVED
AUG 27 1981
☐ RLE ☐ RBE
[✓ RE] [✓ RCE] [✓ RME] ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Gentlemen:

In order to permit the Highway Division of the Department of Transportation to proceed with the construction of the Newberg M.P. 26.1 Project Section of the Hilsboro - Silverton Highway, the undersigned hereby grant(s) to the State of Oregon, by and through its Department of Transportation, its employees, agents, or contractors, the right to enter upon the real property described in the attached Exhibit A (note area shaded in green).

The undersigned hereby acknowledge that they knowingly and willingly waive the right to payment prior to possession.

Inasmuch as negotiations for the acquisition of said real property have not been completed, this permit is granted to avoid delay in constructing said project.

It is understood that this permit of entry will in no way jeopardize our rights as grantor(s) in negotiating a settlement, or in any legal proceeding that may arise from the State's acquisition of said real property.

** It is further understood that the Highway Division will either negotiate a settlement or institute condemnation proceedings by August 1, 19 82; and that in the event said lands are acquired by eminent domain, interest on any award will commence on the day the State or its agents take physical possession.

** In the event the plans are revised so that this parcel is not needed for this project, this permit does not obligate the State to follow through and purchase this parcel.

(Signature)

(Signature)

Dated this 21 day of August, 19 81.

81-734-3840 cc: C. Lehman w/attach.
Revised 4-77

OREGON STATE HIGHWAY DIVISION

Traffic Engineering Section

MOTOR VEHICLE ACCIDENT LISTING

City

County Marion

Street

Hwy. No. 140 Rte. No. ORE219

From (M.P.) 25.00

To (M.P.) 25.05

Fr. 01 101175 To 30 106180

Compiled by

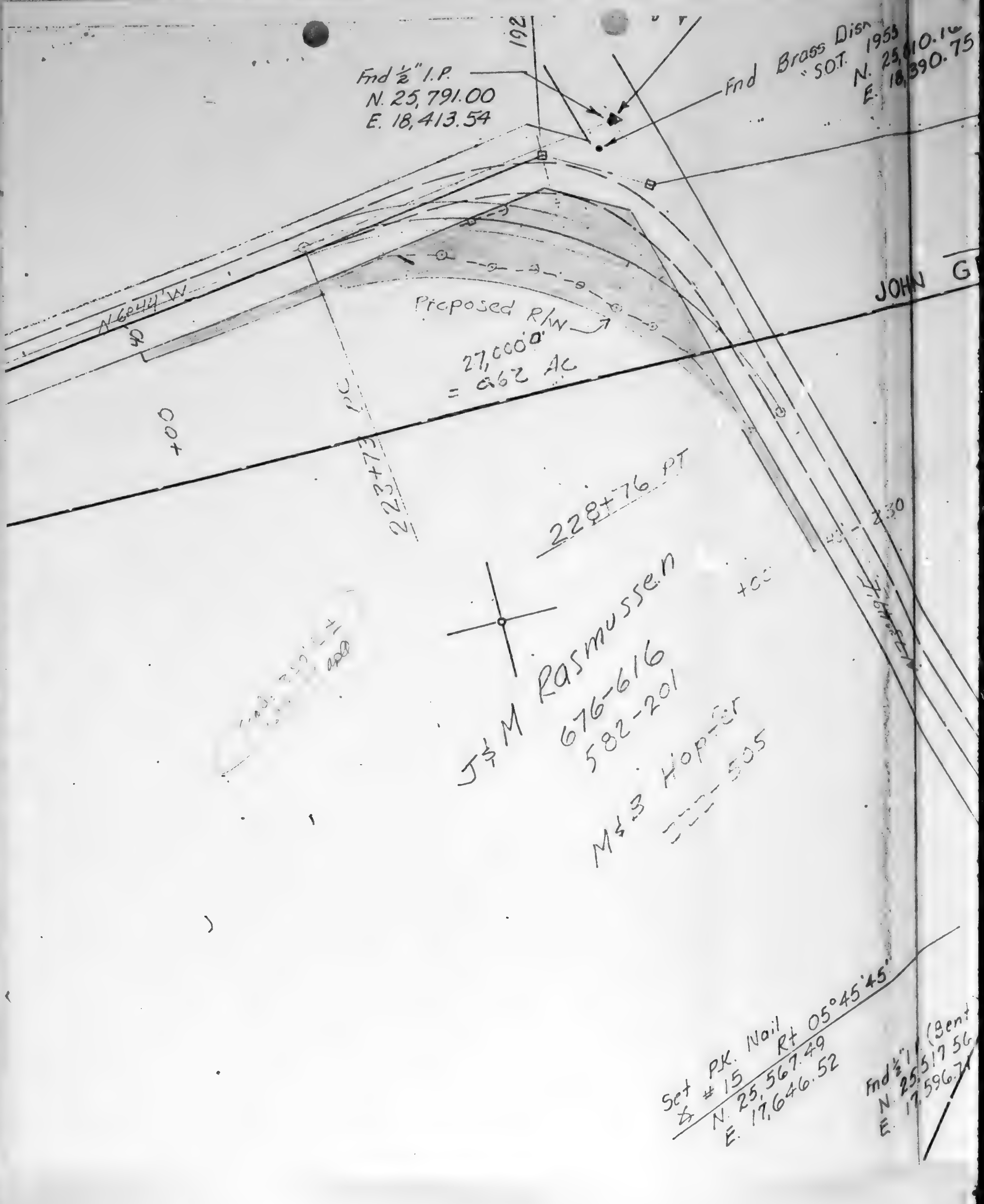
Date

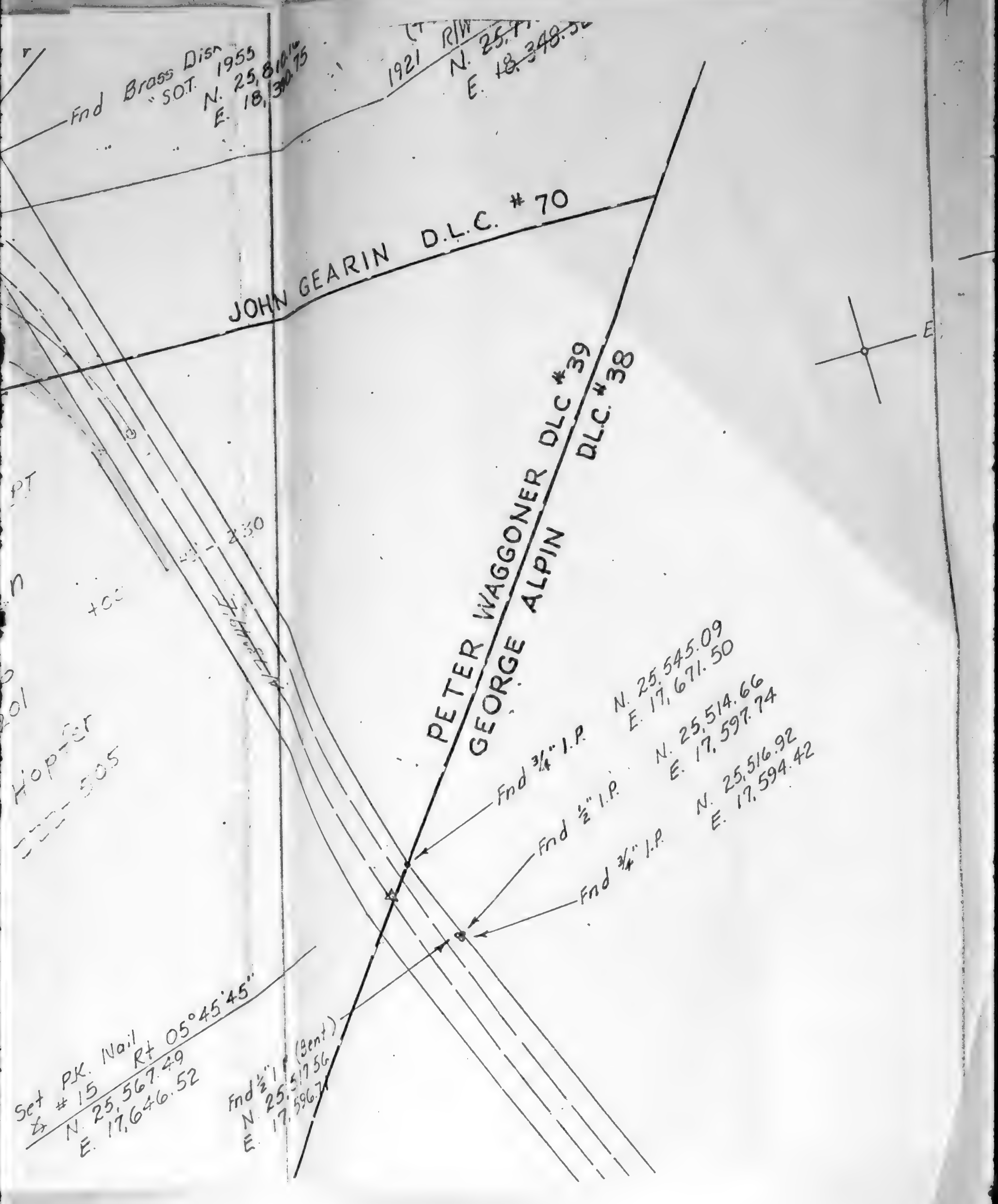
	COLLISION TYPE													CLASSIF.				
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured
1975 (25.02)								1					1		1			2
(25.05)									1				1		1			1
1976 25.00		1											1		1			5
25.03				1									1		~~1~~	1		
1977 25.04									1				1		1			1
1978 25.04								1					1		1			9
1979 25.03									1				1			1		
25.04								1					1		1			1
1980=0																		
Total		1		1				3	3				8		6	2	0	19
Accident Rate =292.24																		

REMARKS

T.E. Drw'g. No. 5430

W. Warren Mueller


192
Fnd ½" I.P.
N. 25,791.00
E. 18,413.54
Fnd Brass Disn
"S.O.T. 1955
N. 25,810.16
E. 18,390.75
JOHN G
N 64°44' W
Proposed R/W
27,000□'
= .62 Ac
0+00
223+73 PC
228+76 PT
230
+00
J & M Rasmussen
676-616
582-201
M & J Hopper
505
Set P.K. Nail
△ #15 Rt 05°45'45"
N. 25,567.49
E. 17,646.52
Fnd ½" I.P. (Bent
N. 25,517.56
E. 17,596.71


Fnd Brass Disk
"S.O.T. 1955
N. 25,810.16
E. 18,340.75
1921 R/W
N. ~~25,7~~
E. ~~18,348.5~~
JOHN GEARIN D.L.C. # 70
PETER WAGGONER DLC # 39
GEORGE ALPIN D.L.C. # 38
Fnd ¾" I.P. N. 25,545.09 E. 17,671.50
Fnd ½" I.P. N. 25,514.66 E. 17,597.74
Fnd ¾" I.P. N. 25,516.92 E. 17,594.42
Set P.K. Nail Rt 05°45'45"
△ # 15
N. 25,567.49
E. 17,646.52
Fnd ½" I.P. (Bent)
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E. 17,596.71
PT
230
+00
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505
E

9311

HIGHWAY DIVISION - ODOT

F I L E

June 5, 1981

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 11, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 11 on the following projects:

1. Oswego Highway @ Cedaroak Drive and
   Hidden Springs Road (West Linn)
   Clackamas County
   Grading, Paving and Signals

   A bike lane of variable width (6-11 feet) will be constructed on the west side (southbound) of this project.

2. Madras-Bear Drive
   Culver Highway, Jefferson County
   Paving

   Primarily overlay with a 32-foot surface.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. Newberg - M.P. 26.0
   Hillsboro-Silverton Highway, Marion and Yamhill Counties
   Grading and Paving

   This project will have the shoulders striped and signed as bike lanes.

4. Shaniko-The Dalles/California Highway
   Sherman Highway, Wasco County
   Paving

   Overlay. Twenty-eight feel of surface.

   Same as No. 2.

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9311

No 140

STATE OF OREGON

Highway - Traffic

INTERоFFICE MEMO

TRA 7-5

TO: D. N. Stoudenmeyer
Acting Preliminary Design Engineer

DATE: May 29, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Newberg - M.P. 26.0
Hillsboro-Silverton Highway
Marion and Yamhill Counties

Attached are two prints of the approved preliminary sign plans for the subject project scheduled for July 23, 1981.

The signing shown should be included in the contract work.

L E George

L. E. George
Traffic Engineer

ELS:ds
Attachments

cc: C. O. Fredrickson
R. A. Kuehn
F. T. Lacey

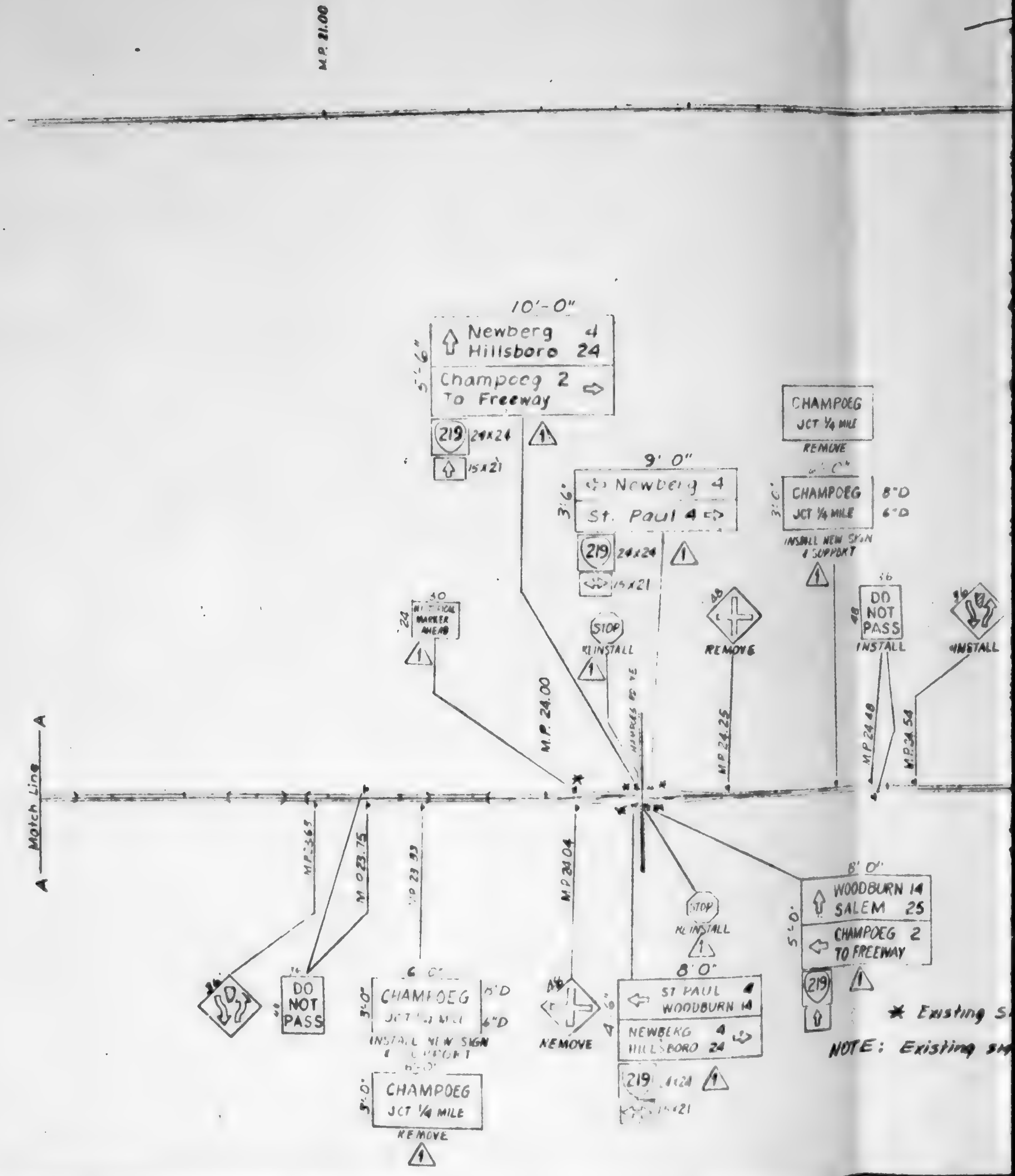
[illegible] WGF

RECEIVED
JUN 1 1981
ROAD DESIGN
SECTION

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

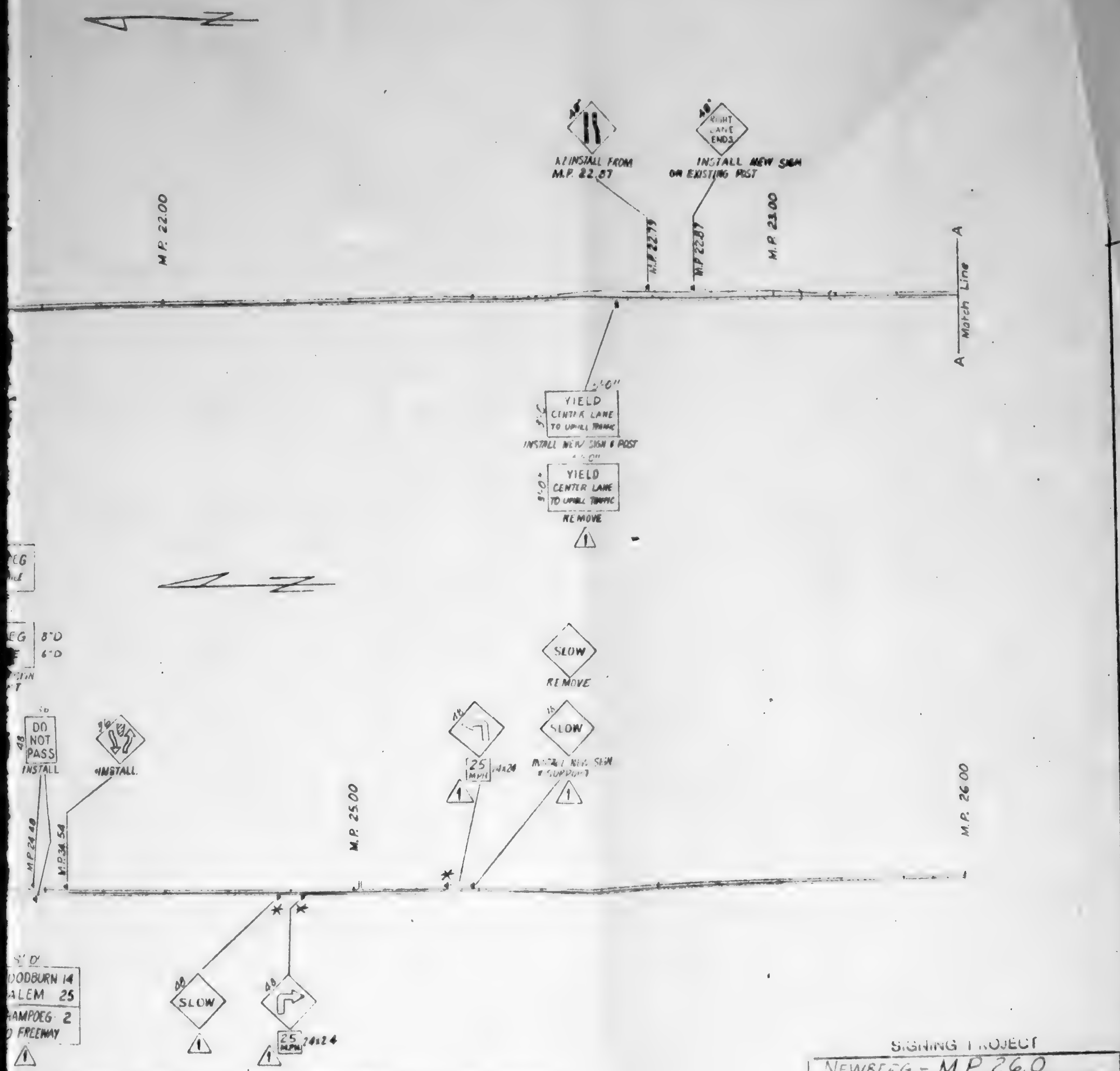
Do Not File ☐
Return To
Bring
Action

One pr. kept by Road


M.P. 21.00
A Match Line A
10'-0"
5'-6"
Newberg 4
Hillsboro 24
Champoeg 2
To Freeway
219 24x24
15x21
9'-0"
3'-6"
Newberg 4
St. Paul 4
219 24x24
15x21
CHAMPOEG
JCT ¼ MILE
REMOVE
3'-6"
CHAMPOEG 8"D
JCT ¼ MILE 6"D
INSTALL NEW SIGN & SUPPORT
30
24
HISTORICAL MARKER AHEAD
STOP
REINSTALL
48
REMOVE
36
48
DO NOT PASS
INSTALL
36
INSTALL
M.P. 24.00
M.P. 24.25
M.P. 24.48
M.P. 24.54
M.P. 23.65
M.P. 23.75
M.P. 23.93
M.P. 24.04
STOP
REINSTALL
8'-0"
5'-0"
WOODBURN 14
SALEM 25
CHAMPOEG 2
TO FREEWAY
219
36
DO NOT PASS
6'-0"
3'-0"
CHAMPOEG 8"D
JCT ¼ MILE 6"D
INSTALL NEW SIGN & SUPPORT
8'-0"
5'-0"
CHAMPOEG
JCT ¼ MILE
REMOVE
48
REMOVE
8'-0"
4'-6"
ST PAUL 4
WOODBURN 14
NEWBERG 4
HILLSBORO 24
219 24x24
15x21

★ Existing s

NOTE: Existing s


48"
REINSTALL FROM
M.P. 22.87
48"
RIGHT
LANE
ENDS
INSTALL NEW SIGN
ON EXISTING POST
M.P. 22.00
M.P. 22.79
M.P. 22.87
M.P. 23.00
A
Match Line
A
YIELD
CENTER LANE
TO UPHILL TRAFFIC
INSTALL NEW SIGN & POST
YIELD
CENTER LANE
TO UPHILL TRAFFIC
REMOVE
1
EG
EG 8'-D
6'-D
DO
NOT
PASS
48
INSTALL
36
INSTALL
M.P. 24.40
M.P. 24.54
M.P. 25.00
M.P. 26.00
SLOW
REMOVE
SLOW
INSTALL NEW SIGN
& SUPPORT
1
25
MPH
24x24
1
SLOW
1
48
25
MPH
24x24
1
ODBURN 14
ALEM 25
HAMPOEG 2
D FREEWAY
1

* Existing signs to be removed & reinstalled due to construction.

TE: Existing signs not shown are to remain in place.

1 REVISED 5/81

SIGNING PROJECT

NEWBERG - M.P. 26.0

HILLSBORO-SILVERTON HWY ~ MARION & YAMHILL COUNTIES

	Date		Title
	5-23-80	Orra Whitte	Traffic Control Engr.
Approved	5-30-80	G. J. Lacy	[illegible] Engineer
•	5/19/81	E. E. George	Traffic Engineer
•			Asst Hwy. Engr.
Accepted	5/25/81	B K [illegible] FHWA	

ORE. 219

9311

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-20-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-75(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME
Marion
Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10151

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-20-81

8. FEDERAL ROUTE NUMBER Primary 75

9. STATE ROUTE NUMBER Secondary 140

10. GENERAL LOCATION:

Newberg - M.P 26.0 Section

11. GENERAL DESCRIPTION OF WORK

Pavement overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ xx CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ xx OTHER *(Specify)*

Perm & Temp pavement striping S.F.	$6,700
Remove striping S.F.	$1,200
Bikeway signing & striping S.F.	$8,500
Asphalt cement adjustment	$41,000
On-the-job training	$ 800

13. REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's May 15, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,460,000, Federal funds $1,287,000.

A signed copy of the Title Sheet is returned herewith.

STATE HWY ENGR
MAY 2 81
REFER TO
FOR
Info

14. DATE 5-20-81

15. SIGNATURE OF APPROVING OFFICIAL Walach

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9311

2

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 28, 1981

PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10151
Project No. F-75(7)
Newberg-MP 26.0 Section
Marion & Yamhill Counties

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 4, 1981.

Funds for this project are available from obligations released on other projects by final voucher submissions and other actions.

JLG:bkc
Attachments

cc: C.O. Fredrickson (Region 2)
General Files

Form 734-3122

9311

No 140

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/13/81
Donald L Knont

June ~~4~~ 11, 1980 Bid Letting ________ All Clear Deadline

SECTION Newberg-MP 26.1
Highway Hillsboro-Silverton
County Marion Region 2
Type of Work Overlay-Widen Funds ~~State~~
State___ Consultant ___ Plans Avail. ___Yes ___No

F-75(7)

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	2 Cat Excl
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:						
Noise Study	☐	☒	☐	☐	☒	

9311 140

May 1, 1980

Newberg-M.P. 26.01 Section
Hillsboro-Silverton Highway
Marion & Yamhill Counties

WORK PLAN

Project Description: The project is a section of two lane highway extending from the Pacific Highway West in Newberg southerly to M.P. 26.01. There is a climbing lane on a portion of the northerly half of the project. The deteriorated asphalt surface is to receive a 4-inch overlay of sulfur extended asphalt on the northerly half of the project and a 4"-inch overlay of Class B asphaltic concrete on the southerly half. There will be no overlay on the existing structures, but rather a dig out at the structure ends to maintain full depth surfacing.

Experimental Features: The traffic volume on this section is 2800 ADT, with 8% trucks and a permitted single axle loading of 20,000 lbs.

The experimental section on the north is 14,414 feet long and will provide two 12-foot lanes with a 6-foot right shoulder and a 7-foot left shoulder. Within this section is a 12-foot climbing lane with a 4-foot shoulder that is 1500 feet long.

The control section on the south is 14,197 feet long and will provide two 12-foot lanes with a 6-foot right shoulder and a 7-foot left shoulder.

Both overlays will be placed on a roadbed consisting of 12-1/2 inches of bottom course base, 2 inches of top course base, and 3-1/2 inches of asphalt surfacing.

Attached is a copy of the specifications and special provisions concerning the materials data. The mix design will be documented.

Construction Procedures: The attached specifications cover the method of blending sulfur and asphalt, plant operations, laydown temperatures and densities, weather conditions, and equipment used. We will cooperate with DEQ on emissions during construction.

Performance Evaluations: Field inspections of the experimental and control sections shall be made annually each spring for at least three years. Inspection shall primarily be visual with deflection measurements and drill cores being taken if warranted. Inspection and reporting of all phases of the experimental work shall be done by or under the supervision of the Research Section.

DNS:cj
Attachments
cc: Gordon Beecroft
    D. Stoudenmeyer

9311

140

May 1, 1980

Newberg-M.P. 26.01 Section
Hillsboro-Silverton Highway
Marion & Yamhill Counties

WORK PLAN

Project Description: The project is a section of two lane highway extending from the Pacific Highway West in Newberg southerly to M.P. 26.01. There is a climbing lane on a portion of the northerly half of the project. The deteriorated asphalt surface is to receive a 4-inch overlay of sulfur extended asphalt on the northerly half of the project and a 4"-inch overlay of Class B asphaltic concrete on the southerly half. There will be no overlay on the existing structures, but rather a dig out at the structure ends to maintain full depth surfacing.

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DNS:cj
Attachments
cc: Gordon Beecroft
D. Stoudenmeyer

9311 140

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: April 28, 1980

MAI
Brs 8155
8156
8157
8158

FROM: Jerald E Backstrand
J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:
Hess Creek Bridge, 8155
Willamette R. (Newberg) Br., 8156
Overflow Bridges, 8157 and 8158
Newberg-MP 26.1 Section
Hillsboro-Silverton Highway
Yamhill and Marion Counties

Within the limits of the Newberg-MP 26.1 Section no deck work is anticipated on the subject structures.

JEB:dh

cc C. O. Fredrickson
George Hopkins
Jack Sullivan

REFERRED TO
Beard Staudenmeyer
✓ Cole WEG Mann
Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
/ Christensen DOC
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 28 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Filing date /
Action

Contains
Recycled
Materials
81-125-1367

SP*75683-125

9311 140

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DATE: April 22, 1980

TO: Memo to Files

FROM: W. E. Cole
W. E. Cole
Design Engineer Supervisor

SUBJECT: Newberg - M.P. 26.1
Hillsboro-Silverton Highway
Yamhill & Marion Counties

As requested, I have looked into the probable causes for the higher than normal accident rate reported in L. E. George's letter dated April 7, 1980.

This secondary state highway has a A.D.T. of 1550 to 3750. From M.P. 20.73 to M.P. 24.18 (3.45 miles) the traveled way is 22 feet wide with 8-foot paved shoulders. The next 1.92 miles is 18 feet wide with 6-foot graveled shoulders. The horizontal alignment has a 30° curve, a 5° curve and a 3° curve with tangents between. On this 5.37 mile project there are 77 road approaches, driveways or field accesses and 9 road or street connections.

I discussed this with Rick Kuehn, District Engineer, and he indicated that the most probable cause was the numerous accesses throughout the length of this project. After reviewing the film log and the computer printout (attached) the average accidents per month over the last 4 1/2 years was 6.33. Out of the 76 accidents reported, 71% or 54 occurred during the daytime when the weather was clear and the pavement dry. Twelve occurred after dark and 10 occurred when the pavement was wet or icy. The project proposes a channelization at the Champoeg Park Road and FAS 102 connection. The film log reveals that the poor sight distance at this connection would warrant this channelization. Other than this channelization the restoration of the driving surface would be the most cost effective action to take on this project.

REFERRED TO
Beard ____ Staudenmeyer ____
✓ Cole ____ Mann ____
Eriksen ____ Watson ____
Hager ____ Dorn ____ Lau ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

WEC/db

Enclosures

cc: Dwayne Hofstetter
Jack Sills

1 Versteeg ✓
Anderson
2 Christensen DRC
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 22 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To ____
Bring Up ___/___/___
Action ____

Bill Cole
very good report
Hal

Contains Recycled Materials
81-125-1387

SP*75683-125

For Bill Cole in Engineering (Design)

Try for early Completion

Hwy 140 From M.P. 20.59
Hillsboro - Silverton Hwy TO M.P. 26.10
[illegible]

5-41 Accident Listing on Tab
(4-yr)
Sheet showing M.P., date, etc.

CWN 4/10/80

59 acc
4-11-80 SC

___Versteeg___
___Anderson___
___Christensen___
___Olson___
___Sullivan___
___Terpin___
___Trout___
___Wakeling___

RECEIVED
APR 15 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To___
Bring up ___/___/___
Action___

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET .... OF .... SHEETS

Yamhill, Marion

Hillsboro-Silverton Hwy
140 (Core 219) MP 20.59 to 26.10
1-1-75 , 10-31-79

4-11-80
SC

Year	Milepoint	Date Time	Weather Surface Light	Collision Type	Object struck	Direction of Travel	Number of Vehicles	No. of People Kill	No. of People Inj
1975	20.80	11-7 6 PM	Rain Wet Dark	RE		EBD	1 car 1 Truck		
	20.80	3-26 4 PM	Clear Dry Day	Turn		WBD W-N	2 cars		
	21.16	11-15 12 Noon	Clear Wet Day	RE		SBD	2 Cars		
	21.41	7-5 3 PM	Clear Dry Day	Turn		SBD N-E	1 Cycle 1 Car		1
	21.58	7-22 10 PM	Clear Dry Dark	HO		SBD NBD	2 cars		2
	22.00	10-23 8 AM	Clear Wet Day	Turn		EBD W-N	2 cars		
	22.07	9-20 9 PM	Clear Dry Dark	NC		SBD	1 car		1
*	22.17	9-28 9 PM	Clear Dry Dark	Angle		SBD EBD	2 cars		
	23.25	11-5 10 PM	Rain Wet Dark	HO		SBD NBD	2 cars	1	1
	23.15	8-3 1 PM	Clear Dry Day	RE		NBD S-W	2 cars		3
	23.20	4-5 8 AM	Clear Icy Day	FO	Pole	SBD	1 car		1
	23.36	9-23 8 AM	Fog Dry Dawn	FO	Bridge Abutment	SBD	1 car		1
	23.82	12-27 12 Mid.	Rain Wet Dark	FO	Ditch	WBD	1 car		
	25.02	11-13 6 PM	Clear Dry Dark	NC		NBD	1 car		2
	25.05	2-7 12 Mid.	Clear Dry Dark	FO	Tree	N-W	1 car		1
	25.16	4-17 1 AM	Clear Dry Dark	NC		SBD	1 car		1
	Total:	16 acc.						1	14
1976	20.70	12-23 2 PM	Clear Wet Day	Turn		WBD N-W	2 cars		2
	20.60	9-15 6 PM	Clear Dry Day	Turn		EBD N-E	2 cars		
	20.6[illegible]	4-1[illegible] 11 AM	Clear Dry Day	Angle		WBD NBD	2 cars		2
*	21.21	12-3 12 Noon	Clear Dry Day	Turn		NBD S-W	2 cars		1
	21.45	2-3 8 AM	Clear Dry Day	Turn		N-E NBD	2 cars		1
	23.40	1-24 9 AM	Fog Icy Day	HO		EBD WBD	3 Cars		5
	23.65	1-25 10 AM	Fog Icy Day	FO	Guard rail	WBD	1 car		1

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET .... OF .... SHEETS

Yamhill, Marion Hillsboro-Silverton Hwy 4-11-80
140 (ore 219) MP 20.59 to 26.10 SC
1-1-75, 10-31-79

Year	Milepoint	Date time	Weather Surface Light	Collision type	Object struck	Direction of Travel	Number of vehicles	No. of People	
								Kill	Inj
cont'd 1976	23.76	1-25 10AM	Fog Icy Day	HO		WBD EBD	3 cars		2
	24.00	1-25 10AM	Fog Icy Day	FO	Retaining wall	WBD	1 car		1
1	24.14	6-13 2 PM	Clear Unknown Day	NC		EBD	1 Car		
2	24.14	4-18 1 PM	Clear Dry Day	NC		N-W	1 Truck		2
3	24.14	6-9 6 PM	Clear Dry Day	Turn		SBD N-W	1 Car 1 cycle		2
	25.00	10-31 3 AM	Rain Wet Dark	HO		NBD SBD	2 cars		5
	25.03	7-5 1 AM	Clear Dry Dark	SS-M		SBD NBD	2 cars		
	Total:	14 acc.							24
1977	20.63	11-3 8AM	Clear Dry Day	Angle		EBD NBD	2cars		1
	20.70	3-1 4PM	Clear Dry Day	RE		EBD	3cars		1
	20.73	11-16 7 PM	Cloudy Dry Dark	Ped.		WBD NBD	1 car 1 Ped		1
	20.80	4-29 6 PM	Clear Dry Day	RE		EBD	3 cars		
	21.42	3-31 8 PM	Cloudy Wet Dark	Turn		SBD N-E	2 cars		
2	22.17	6-30 7 PM	Clear Dry Day	Turn		NBD S-W	2 cars		
3	22.17	9-27 4 AM	Clear Dry Dark	Misc	Horse	NBD	1 car		
	23.36	12-2 4 PM	Rain Wet Day	RE		SBD	2 cars		
	23.40	3-10 8 AM	Clear Icy Day	HO		NBD SBD	2 cars		
	23.94	8-13 1 PM	Clear Dry Day	NC		SBD	1 car		2
	24.00	3-7 6PM	Clear Dry Day	NC		SBD	1 car		1
*	24.14	3-27 7 PM	Clear Dry Day	Turn		SBD N-E	2 cars		2
	24.17	3-5 10 AM	Fog Dry Day	Backing		SBD W-N	2 cars		
	24.80	9-6 6 PM	Smoke Dry Day	RE		NBD	2cars		1
	25.04	5-21 12 Mid.	Clear Dry Dark	FO	Ditch	NBD	1car		2
	25.82	7-17 10 PM	Rain Wet Dark	NC		NBD	1 car		

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET .... OF .... SHEETS

Yamhill, Marion

Hillsboro-Silverton Hwy
140 (corr. 219) MP 20.59 to 26.10
1-1-75, 10-31-79

9-11-80
SC

Year	Milepoint	Date Time	Weather Surface Light	Collision Type	Object Struck	Direction of Travel	Number of Vehicles	No. of People Kill	 Inj
(Cont'd) 1977	26.10	9-14 4 PM	Clear Dry Day	SS-O		NBD	2 cars		
	Total:	17 acc.							11
1978	20.79	6-[illegible] 12 Noon	Clear Dry Day	Turn		WBD S-W	1 Truck 1 car		
	20.80	3-[illegible] 4 P[illegible]	Rain Wet Day	Turn		N-E W-N	2 cars		
*	21.18	2-24 3 PM	Clear Dry Day	FO	Mailbox	NBD	1 car		
*	21.21	7-[illegible] 2 AM	Clear Dry Day	RE		SBD	2 cars		
*	21.85	6-[illegible] 1 P[illegible]	Clear Dry Day	RE		NBD	2 cars		
	22.15	5-31 6 P[illegible]	Clear Dry Day	MISC	Pet	NBD	1 car		
	22.16	7-[illegible] 5 P[illegible]	[illegible]	NC		NBD	1 car		
	22.67	11-[illegible] 9[illegible]	[illegible] Wet Day	NC		EBD	1 car		
	22.71	1-[illegible] 5 P[illegible]	Clear [illegible] Day	FO	Tree	SBD	1 car		4
	23.45	11-[illegible] [illegible]	Fog [illegible]	Angle		SBD	3 cars		2
	23.70	1[illegible] 1[illegible]	[illegible] Dark	MISC	Deer	EBD	1 car		
	24.50	6-[illegible] 3 P[illegible]	[illegible] Day	SS-O		SBD	1 car 1 Bike		1
	25.09	2-[illegible]	[illegible] Dark	NC		NBD	1 Sch. Bus		9
	25.82	1-[illegible] [illegible]	[illegible]	NC		SBD	1 car		1
	Total:	14							17
10 Mos 1979	20.65	[illegible]	[illegible] Dry Day	RE		EBD	2 cars		
	20.66	7-[illegible] 6[illegible]	[illegible]	RE		EBD	2 cars		1
	20.80	[illegible]	[illegible]	Turn		EBD S-S	2 cars		
	20.80	[illegible] 3[illegible]	[illegible]	Turn		WBD W-N	2 cars		
	21.43	9-9 6 PM	[illegible] Dry Day	Turn		SBD N-E	2 cars		
	21.88	[illegible] 8[illegible]	Clear [illegible] Day	Turn		SBD N-E	2 cars		2

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET .... OF .... SHEETS

Yamhill, Marion

Hillsboro - Silverton Hwy
140 (Ore 219) MP 20.59 to 26.10
1-1-75, 10-31-79

4-11-80
SC

Year	Milepoint	Date Time	Weather Surface Light	Collision Type	Object Struck	Direction of Travel	Number of Vehicles	No. of People Kill	 Inj
Cont'd 1979	21.88	3-2 8 AM	Clear Dry Dawn	Turn		N-E WBD	2 cars		
	21.88	7-15 8 PM	Clear Dry Day	Turn		SBD N-E	2 cars		2
✱	22.17	6-[illegible] 7 [illegible]	Clear [illegible] Day	Single		EBD NBD	2 cars		
✱	22.17	10-[illegible] 9 AM	[illegible] Dry Day	Turn		NBD W-N	1 car 1 Truck		
	24.82	7-[illegible] 6 [illegible]	Clear [illegible] Day	SS-M		NBD SBD	2 cars		
	25.03	6-24 1[illegible]	[illegible] Dry Dusk	FO	Pole	SBD	1 car		
	25.04	7-5 2 AM	Clear [illegible] Dark	NC		W-N	1 car		1
	25.32	6-[illegible] 1[illegible]	[illegible] Dry Day	FO	[illegible]	NBD	1 car		
	25.67	6-[illegible] 2[illegible]	[illegible]	FO	Pole	NBD	1 car		
	Total:	15 [illegible]							6

93H

L

STATE OF OREGON
LOCATION SECTION

INTEROFFICE MEMO

LOC 15

TO: MEMO TO THE FILE

DATE: March 17, 1980

FROM: George C. Wills
Field Location Engineer

SUBJECT: Newberg-M.P. 26.1
Hillsboro-Silverton Highway
Yamhill-Marion County

NOTED
E. S. HUNTER

Location estimate is $400,000 over programmed amount. The project was originally programmed for $390,000 for a 2 1/2-mile project. The current program is revised to show 1.0 million dollars for a 5 1/2-mile project. Current location estimate is 1.4 million dollars.

Project Management indicates there may be sufficient State funds to finance the $400,000 overrun. Therefore, the project is being transmitted to Final Design with the overrun included but if funding is not forthcoming, the project will require "cutting back" to available resources.

GCW:ja

cc E. S. Hunter ✓
J. H. Versteeg
C. O. Fredrickson

RECEIVED
TECHNICAL SERVICES
MAR 18 '80
REFER TO
FOR

Info	Inves	R/D	J/R	Sign	Act	File

81-125-1387

1981 Shaniko-The Dalles-Cal. 9312
Hwy. Sec. of the Sherman Hwy.
(Paving)

rll

cc: OSHD oulter STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Wasco	DIVISION Oregon
DATE OF REPORT 2/22/84	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. F-12(1)
COMPLETION DATE 9/24/81	ACCEPTANCE DATE BY CONTRACT AGENCY 11/17/81	TIME ELAPSED 76 %	CONTRACT TIME 75 CD
APPROVED EXTENSIONS NONE	LOCATION Shaniko - The Dalles/California Highway		

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SHANIKO - THE DALLES/CALIFORNIA HIGHWAY SECTION
SHERMAN HIGHWAY
Paving

This project provided for the placement of a single left, open graded friction course on approximately 12 miles of this highway.

The final cost of the original contract items was $291,976 or a 8.2 percent underrun of the contract amount of $317,964. The final cost of the project including engineering and changes was $354,200.

A final inspection of the completed work was made on September 3, 1981.

All participating work has been completed.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 23 '84
REFER TO
vy 4/24 Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4/23/84	TITLE Field Operations Engineer	DATE 4/20/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9312 9-20-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-12(1)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Wasco

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10134

6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 7/2/82

8. FEDERAL ROUTE NUMBER: Primary 12

9. STATE ROUTE NUMBER: Primary 42

10. GENERAL LOCATION:

Shaniko - The Dalles/California Highway

11. GENERAL DESCRIPTION OF WORK

Place chip seal on cold mix overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON ~~AN AGREED UNIT PRICE AND/OR~~ FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 7/2/82 as requested in Mr. Keasey's letter of 8/31/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $40,000 Federal Funds $35,272.

RECEIVED
STATE HWY ENGR
SEP 27 '82
REFER TO
FOR
Info Inves R/D D.R Sign Act File

14. DATE: 9/20/82

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hassner

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9312

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-20-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-12(1)

2. STATE PROJECT NO.
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10134

2A. COUNTY NAME
Wasco

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
7/2/82

8. FEDERAL ROUTE NUMBER
Primary 12

9. STATE ROUTE NUMBER
Primary 42

10. GENERAL LOCATION:
Shaniko - The Dalles/California Highway

11. GENERAL DESCRIPTION OF WORK
Place chip seal on cold mix overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 7/2/82 as requested in Mr. Keasey's letter of 8/31/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $40,000 Federal Funds $35,272.

RECEIVED
STATE HWY ENGR
SEP 29 '82
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

14. DATE
9/20/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9312

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

12-3-81

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Const. Co. No. 9191	Geary Canal Bridge Klamath County	Nov. 6, 1981
M.C. Lininger & Sons, Inc. No. 9006	Siskiyou Blvd.-Park St. (Ashland) Jackson County	Nov. 6, 1981
Wildish Const. Co. No. 9304	Florence/Eugene Hwy. @ Fisher Rd. Lane County	Nov. 16, 1981
Hannan Bros. Construction, Inc. No. 8877	Walluski River Bridge Clatsop County	Nov. 16, 1981
Mid-Columbia Paving Co. No. 9312	Shaniko-The Dalles/Calif. Hwy. Wasco County	Nov. 17, 1981
Hamilton Const. Co. No. 9115	Rock Creek Bridges Columbia County	Nov. 17, 1981
Howard Logsden Logging No. 9275	Cecil Rock Production Morrow County	Nov. 18, 1981
Douglas S. Coats, Inc. No. 9276	Umatilla River-UPRR X'ing (Echo) Umatilla County	Nov. 19, 1981
Steeck Elect. Co. No. 9218	Ore. Coast Hwy. @ Rhododendron Dr. (Florence) Lane County	Nov. 30, 1981
Peter Kiewit Sons' Co. No. 8804	Long Prairie Rd.-Willow Flat Rd. Hood River County	Nov. 30, 1981
Babler Bros., Inc. No. 8798	Warren-Scappoose Columbia County	Nov. 30, 1981
Ross Bros. Const., Inc. No. 8558	Denny Road Intchge. Washington County	Nov. 20, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Wildish Const. Co. No. 9031	Woodson Place-Main St. (Cottage Grove) Lane County	Nov. 30, 1981
Mill Plain Electric Inc. No. 9205	W. Portland Park & Ride Multnomah County	Dec. 1, 1981
Aubrey Mt. Const. Co. No. 9226	Mill Creek (Park) Bridge Polk County	Dec. 2, 1981

December 3, 1981 Keasey

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9312

L.

November 27, 1981

American Insurance Company
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#9312

Gentlemen:

On November 23, 1981, we wrote to you concerning release of final payment on Contract No. 9312 awarded to Mid-Columbia Paving Co. for paving on the Shaniko-The Dalles-California Highway Section of the Sherman Highway in Wasco County.

Final payment on this contract is $7,304.83 and the total contract amount is $291,975.76. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Mid-Columbia Paving Co.
P. O. Box 9574
Yakima, WA 98909

Corroon & Black/Dawson & Co., Inc.
2911 Second Avenue
Seattle, WA 98121

bc: C. T. Keasey
Walt Hart
Dale Allen

9312 L.

Contract Payments 378-6594 FILE: CON 5

Bob Gormsen
Manager, Commission Services

November 17, 1981

Keasey

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

NOTED
H.S. COULTER

Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of November 17, 1981.

Contract 9312 On Site Work Substantially Completed August 24, 1981

All Work Completed October 19, 1981

Project Shaniko-The Dalles/Calif. Hwy.

Highway Sherman

County Wasco

Type of Work Paving

Contractor Mid-Columbia Paving Co.

RDC:mk

cc: H. S. Coulter ✓
R. D. Church

RECEIVED
STATE HWY ENGR
NOV 18 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9312 10-19-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-12(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Wasco

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10134

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/8/81

8. FEDERAL ROUTE NUMBER Primary 12

9. STATE ROUTE NUMBER Primary 42

10. GENERAL LOCATION:
Shaniko - The Dalles/California Highway

11. GENERAL DESCRIPTION OF WORK
Reforming shoulders

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 9/8/81 as requested in Mr. Keasey's letter of 9/29/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $2,000 Federal Funds $1,764.

RECEIVED
STATE HWY ENGR
OCT 23 '81
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 10/19/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9312

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Shaniko-The Dalles Calif Highway

WEEK ENDING: 9/12/81

SECTION PREFIX: 33-1029

HIGHWAY: Sherman

COUNTY: Wasco

NAME OF JOB: Shaniko-The Dalles Calif. Hwy.

KIND OF WORK: Paving

CONTRACTOR: Mid-Columbia Paving

CONTRACT NUMBER: 9312

FEDERAL AID PROJECT NUMBER: F 12(1)

DATE OF CONTRACT: June 15, 1981

DATE WORK STARTED: August 10, 1981

ESTIMATED COMPLETION DATE: August 24, 1981

SPECIFIED WORK DAYS:

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED: 57

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 76%

PROJECT AUTHORIZATION: $ 401,749.14

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 369,892.38

ENGINEERING AUTHORIZATION: $ 31,749.14

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 369,892.38

ENGINEERING COST TO DATE: $ 10,000.00

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: OVERRUN / UNDERRUN ______ %

PERCENT OF AUTHORIZATION: 31 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					12 Miles
MILES PARTIALLY COMPLETED					
MILES COMPLETED					12 Miles
TOTAL ESTIMATED QUANTITIES (CONTRACT)					15,800
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					16,702
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

K

RECEIVED
SEP 14 1981
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Work on Project Completed
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate submitted to Region 9/11/81.

SIGNED Sledge LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9312

2.

CON 5

DATE: August 17, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
F-12(1)

Contract 9312, Work Started August 6, 1981

Project Shaniko-The Dalles/Calif. Hwy.

Highway Sherman

County Wasco

RDC:mk

cc: R. D. Church

9312

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-212 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 6-22-81	Oregon County Wasco Project Number F-12 (1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 16 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,000	$ 411,749
Federal funds	$ 8,800	$ 363,062
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of June , 19 81 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

T1 l

Oregon State Highway Division
Salem, Oregon June 18, 1981

Federal Aid Project
No. F-12 (1)

Shaniko - The Dalles/California Highway Section
Sherman Highway in Wasco County

Project Agreement Estimate

Type Code PE				
Preliminary Engineering				
Preliminary Engineering			All Required	$ 10,000.00
			Total	$ 10,000.00
Type Code 6201				
Roadway (M.P. 56.7 to M.P. 68.7)				
Mobilization			All Required	$ 10,000.00
Temporary Protection and Direction of Traffic			All Required	3,000.00
Temporary Signs	512	Sq.Ft.	3.25	1,664.00
Temporary Barricades	4	Each	20.00	80.00
Flagmen	480	Hour	1.00	480.00
Pilot Car	240	Hour	1.00	240.00
Watering	30	M-Gal	20.00	600.00
Emulsified Asphalt Concrete Mixture	15,800	Ton	7.10	112,180.00
Emulsified Asphalt in Mixture	1,105	Ton	161.00	177,905.00
Aggregate in Sand Choke Seal	675	Cu.Yd.	2.00	1,350.00
Asphalt in Tack Coat	65	Ton	161.00	10,465.00
				$ 317,964.00
Anticipated Items				
Permanent Pavement Striping			All Required	$ 6,000.00
Asphalt Cement Adjustment			All Required	28,000.00
Reforming Shoulders			All Required	2,000.00
				$ 36,000.00
			Subtotal	$ 353,964.00
			Engineering	47,785.00
			Total	$ 401,749.00

Length of Roadway - - - - - - - - - - 12.0 mi.
Cost of Roadway Per Mile- - - - - - $ 33,479.08

Summary of Funds (88.18%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000	$ 8,800	$ 1,200
Roadway	401,749	354,262	47,487
Total	$ 411,749	$ 363,062	$ 48,687

Group 1 - 100%
Contract No. 9312
Prefix 33 - 1941
Prefix 33 - 1029

STATE COPY 2

TO BE COMPLETED BY FHWA 5-2	**U.S. DEPARTMENT OF TRANSPORTATION** **FEDERAL HIGHWAY ADMINISTRATION** **FEDERAL-AID PROJECT AGREEMENT** 4/16/81	STATE OREGON
		COUNTY WASCO
		PROJECT NO. F-12(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97, Shaniko WCL, SW 12.0 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-7-81	12.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 10,000.00	FEDERAL FUNDS $ 8,800.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: D.E. Wilken

Date executed by Division Administrator APR 2 0 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event tnat right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon April 14, 1981

Federal Aid Project
No. F-12(1)

Shaniko-The Dalles/California Highway Section
Sherman Highway in Wasco County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$10,000.00
	TOTAL	$10,000.00

Length of project ---------- 12.0 miles

Federal Funds --------------$ 8,800.00
State Funds ---------------- 1,200.00
TOTAL $10,000.00

Group 1-100%
Prefix 33-1941

9312

U. S. DEPARTMENT OF TRANSPORTA ON
FEDERAL HIGHWAY ADMINISTRATION

5-20-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-12(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Wasco

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10134

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-20-81

8. FEDERAL ROUTE NUMBER Primary 12

9. STATE ROUTE NUMBER Primary 42

10. GENERAL LOCATION:
Shaniko - The Dalles/California Highway

11. GENERAL DESCRIPTION OF WORK
Pavement Overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*

Permanent pavement striping S.F.	$6,000
Asphalt Cement adjustment	$28,000
Reforming shoulders	$ 2,000

13. REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's May 15, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $472,000, Federal funds $416,200.

A signed copy of the Title Sheet is returned herewith.

MAY 21 '81
REFER TO
FOR
Info File

14. DATE 5-20-81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9312 4-7-81 2

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-12(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Wasco

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10134

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/7/81

8. FEDERAL ROUTE NUMBER Primary 12

9. STATE ROUTE NUMBER Primary 42

10. GENERAL LOCATION:
Shaniko - The Dalles/California Highway Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $10,000 - F.F. $8,800
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 3/27/81.

RECEIVED
STATE HWY ENGR
APR 9'81
REFER TO Moehring

Info	[illegible]	[illegible]	[illegible]	Sign	Act	File

Gray to
4-9-81

14. DATE 4/7/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

9312

L.

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

March 27, 1981

TO: D.E. Wilkin
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10134
Project No. F-12(1)
Shaniko-The Dalles/California Hwy. Sec.
Wasco County

Attached support data consists of PR-1 forms, project maps, and copy of the Authority for Survey.

I request authorization to proceed with all phases of preliminary engineering at an estimated total cost of $10,000 with obligation of $8,800 Federal funds.

Funds for this project are available from obligations released on other projects by final voucher submissions and other actions.

JLG:bkc
Attachments

cc: D.D. Allen (Region 4)
General Files

Form 734-3122

4312

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

Date: Dec. 30, 1980

A. IDENTIFICATION:

Proposed Section: Shaniko-The Dalles/California Highway — Region: 4
Highway: Sherman — St. Hwy. No. 42 M.P. 56.7 to M.P. 68.7 Length: 12 mi.
County(s): Wasco — (Attach Sketch Map)
Recommended Construction Date: June, 1981 — Proposed 6 YP ____
Method of Doing Work: Contract yes — St. Force ____ — Other ____

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: Favorable bids received at February 26, 1981 bid letting have made available an adequate amount of primary federal-aid funds and state matc

FAI ☐, FAP ☒, FAS ☐, ST. CONST. ☐, OTHER ☐ ____

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	2	12'	4'	none	none		900	A		
Proposed Facility:	2	12'	4'	none	none					

D. DEFINE THE PROBLEM: Section received an 0-11 oil mat in 1979. It has had bleeding problems since, resulting in excessive maintenance costs and hazardous driving conditions in wet weather.

E. PROPOSED SOLUTION: Place an open-graded cold mix friction course to alleviate the bleeding problem.

F. REASON FOR REQUEST AT THIS TIME: To alleviate the hazard that is beyond the scope of maintenance to correct.

G. COST ESTIMATE

Roadway Work	(includes mobilization and traffic control)	$ 301,500.
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).		none
Structures		none
Other (Define)	Construction engineering and contingencies	120,600.
Preliminary Engineering (By Whom)	State	10,000.
	TOTAL	$ 432,100.

H. REQUESTED BY: Dale D Allen
Region Engineer or Section Head

Approval/Disapproval ____ 3/27/81
State Highway Engineer — Date

Approval/Disapproval ____
~~Asst. Director for Operations~~ — Date

Oregon Transportation Commission
Approval Date 3-25-81

Remarks & Action Taken:
3-30-81 orig. to Swan
TAA

Form 734-1386 (3-78)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

March 2, 1981

TO: H.S. Coulter
State Highway Engineer

FROM: D.E. Swan D E Swan
Operation Programming Engineer

SUBJECT: Project Request
Shaniko-The Dalles/California Highway
Sherman Highway
Sherman County

Attached for your approval is a project request for a cold mix friction course on the above project.

The oil mat on this section has experienced severe bleeding resulting in excessive maintenance effort and hazardous driving conditions in wet weather. Both Bob Schroeder and Dale Allen have identified this project as their number one priority seal and strongly recommend getting it done this year.

We concur with the request and if you approve, we have drafted a letter to the Transportation Commission for your use.

KO:bkc
Attachments

RECEIVED
STATE HWY EN
'81
REFER TO
FOR
Info Inves R/C Sign File

Form 734-3122

9312

DATE: March 4, 1981

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Resurfacing Project

On the consent calendar for the March 25 meeting will be a request to add a resurfacing project to our construction program.

The proposed project is located on the Sherman Highway (US97) between Shaniko and The Dalles-California Highway. It is urgently needed to reduce excessive maintenance costs and hazardous driving conditions in wet weather caused by excessive bleeding of the existing oil mat.

The total estimated cost is $432,100 with Federal Aid Primary funds of $380,200 and State match of $51,900. I recommend your approval and request authorization to sign the necessary agreements for and on your behalf.

KO:bkc 1b

bc F. B. Klaboe
R. W. Gormsen
E. S. Hunter
C. T. Keasey
D. H. Moehring
R. L. Schroeder
Dale Allen
George Bell
V. E. Skoog

9312

#42 33-06

12

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: January 5, 1981

FROM: Dale D. Allen
Region Engineer

SUBJECT: Project Request
Shaniko-The Dalles/California Highway
Sherman Highway
Sherman County

Attached for your approval is a project request for a cold mix friction course on the above section.

This 12-mile oil mat has experienced severe bleeding resulting in excessive maintenance effort and hazardous driving conditions in wet weather.

This project has been discussed with FHWA and they indicated it would be eligible for federal aid. To keep the cost to a minimum we have worked with the Lab and identified sufficient maintenance rock to perform the overlay (approximately 9600 cy). Subject to your approval, we would begin moving of this rock immediately and take advantage of the night crews and mild weather.

The contract would be a simple mix-haul and place project with a minimum of mobilization and engineering. Funds would come from a project we would cancel on the Ochoco Highway (refer to Map Index 410). Because this Ochoco project is scheduled for FY 1983 and we propose to let the Shaniko job this June, it will require revised programming.

The Ochoco project is programmed for $400,000. This project including 40 percent E & C is $432,100.

DA:mr

encl

cc: Dave Moehring, w/attachments

RECEIVED
STATE HWY ENGR
JAN-6'81
REFER TO
Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to

2.

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION:

Date: Dec. 30, 1980

Proposed Section: Shaniko-The Dalles/California Highway Region: 4

Highway: Sherman St. Hwy. No. 42 M.P. 56.7 to M.P. 68.7 Length: 12 mi.

County(s): Wasco (Attach Sketch Map)

Recommended Construction Date: June, 1981 Proposed 6 YP ____

Method of Doing Work: Contract yes St. Force ____ Other ____

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: Transfer FA funds from the Mountain Cr.-John Day Hwy. Sect. (Map Index 410 in current 6-year plan), $400,000.

FAI ☐ , FAP ☒ , FAS ☐ , ST. CONST. ☐ , OTHER ☐ ____

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	2	12'	4'	none	none		900	A		
Proposed Facility:	2	12'	4'	none	none					

D. DEFINE THE PROBLEM: Section received an 0-11 oil mat in 1979. It has had bleeding problems since, resulting in excessive maintenance costs and hazardous driving conditions in wet weather.

E. PROPOSED SOLUTION: Place an open-graded cold mix friction course to alleviate the bleeding problem.

F. REASON FOR REQUEST AT THIS TIME: To alleviate the hazard that is beyond the scope of maintenance to correct.

G. COST ESTIMATE

Roadway Work (includes mobilization and traffic control)	$ 301,500.
R/W (Approx: No. of Parcels ___, Acres ___, Any Reloc. ___).	none
Structures	none
Other (Define) Construction engineering and contingencies	120,600.
Preliminary Engineering (By Whom) State	10,000.
TOTAL	$ 432,100.

H. REQUESTED BY: Dale D Allen
Region Engineer or Section Head

Approval/Disapproval ____
State Highway Engineer Date

Approval/Disapproval ____
Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date ____

Remarks & Action Taken:

Form 734-1386 (3-78)

PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative action.
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.

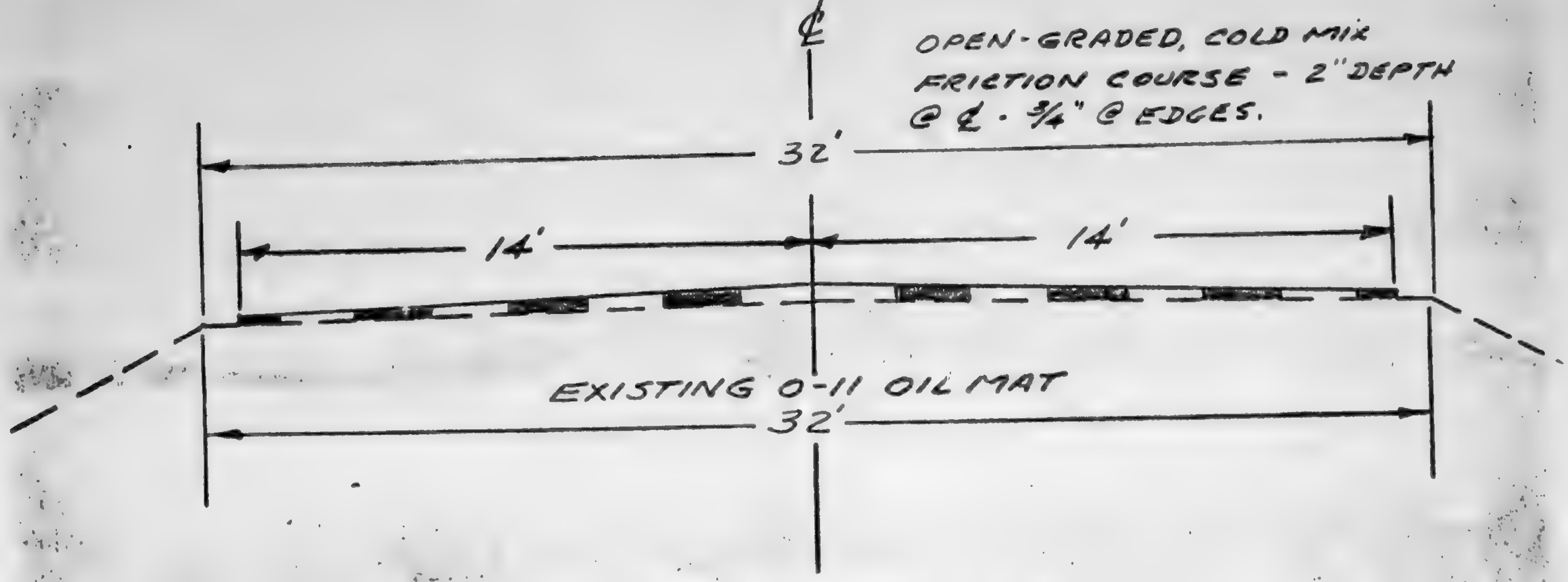
F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.

H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS:

TYPICAL SECTION


℄
OPEN-GRADED, COLD MIX
FRICTION COURSE - 2" DEPTH
@ ℄ - 3/4" @ EDGES.
32'
14'
14'
EXISTING O-11 OIL MAT
32'

M.P. 56.7 - M.P. 68.7

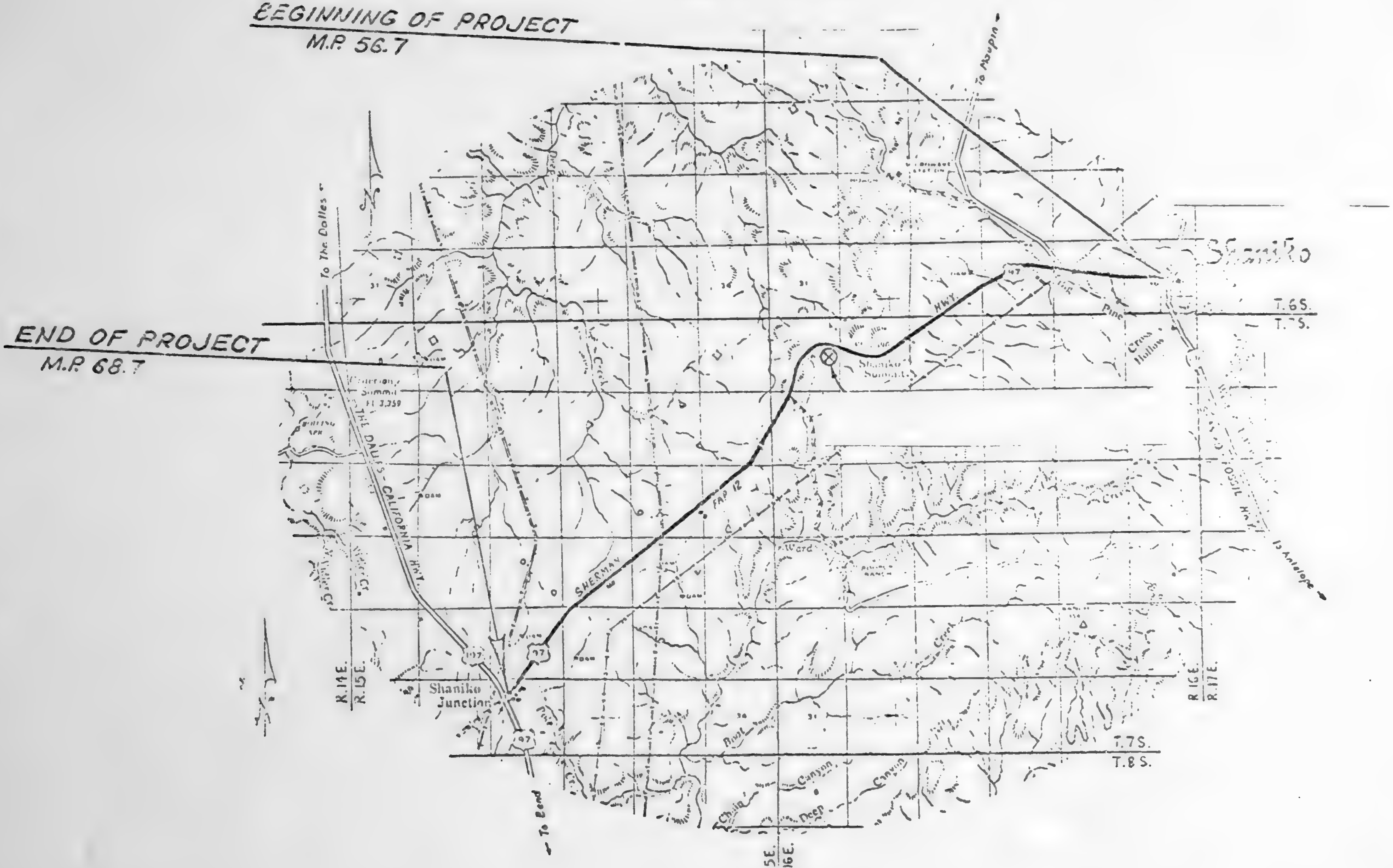
SHANIKO - THE DALLES/CAL. HWY
SHERMAN HIGHWAY
WASCO COUNTY
DEC., 1980

SHANIKO - THE DALLES/CALIFORNIA HWY. SEC.

SHERMAN HIGHWAY

WASCO COUNTY

DEC. 1980


BEGINNING OF PROJECT
M.P. 56.7
END OF PROJECT
M.P. 68.7
To The Dalles
To Maupin
Shaniko
T.6S.
T.7S.
Pine
Cross Hollow
Shaniko Summit
HWY.
Criterion Summit
El. 3,359
THE DALLES-CALIFORNIA HWY.
FAP 12
SHERMAN
Ward
FOSSIL HWY.
To Antelope
97
Shaniko Junction
To Bend
R.14E.
R.15E.
R.16E.
R.17E.
T.7S.
T.8S.
Root
Canyon
Deep
Canyon
Creek

Sketch Map

Scale 0 1 2 Miles

1981 362nd Dr. @ Skogan Rd. 9313
Sec. of Skogan Rd. west of Sandy.
(Grading and paving)

CdG 6859 1-3-79, 12-24-80

9313

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	140426
DATE	11-19-84
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 3485

CODE: CLACKCY

- CLACKAMAS COUNTY
- ENVIRONMENTAL SERVICES
- 902 ABERNATHY ROAD
- OREGON CITY, OR 97045

ATTN: WINSTON W. KURTH

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	325	00			$4,970.50
203-1980	297	00	000		109.32
203-1980	296	00	000		(109.32)
203-2535	296	00	000		1,209.54
203-2535	297	00	000		(1,209.54)
203-1028	296	00	000		3,870.28
203-1028	297	00	000		(3,870.28)

DESCRIPTION	TOTAL PRICE
SAFER OFF-SYSTEM ROADS PROJECT SKOGAN ROAD-362ND DRIVE INTERSECTION PRELIMINARY ENGINEERING & CONSTRUCTION-FINANCE AGREEMENT NO. 6859 PROJECT NO. SOS-0300(8)	
PRELIMINARY ENGINEERING (see Itemized Statement)	$ 8,437.80
RIGHT-OF-WAY (SEE ITEMIZED STATEMENT)	10,207.12
CONSTRUCTION (SEE ITEMIZED STATEMENT)	83,510.70
TOTAL PROJECT COSTS	$102,155.62
LESS: FEDERAL FUNDS	(86,612.51)
LESS: COUNTY ADVANCE DEPOSIT 7/81	(10,100.00)
LESS: CREDIT FOR P.E. WORK BY COUNTY	(472.61)
BALANCE DUE FROM COUNTY	$ 4,970.50

110.00 ACCT. FINAL

9313

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 8/20/84

COUNTY: CLACKAMAS AGREEMENT NO: 6859 PROJECT NO: SOS-300 (8)

CONTRACT NO: 9313 SECTION: Jct. Skogan Rd. & 362 Dr.

PRELIMINARY ENGINEERING (Prefix No. 203-1980):

	PARTICIPATING	NONPARTICIPATING
Resident Engineer	$ 1,076.91	
Final Design	1,948.98	
Traffic Section	134.40	
R/W Liaison	18.15	
Region Utility Liaison	69.60	
Audit Service	264.97	
Project Management	156.67	
Specifications	750.14	
Administrative Services	14.47	
Environmental Section	15.23	
STATE P.E. COST	$ 4,449.52	$ - 0 -

COUNTY P.E. COST (Prefix 403-1908):

P.E. Performed by County	$ 3,988.28	472.61 CR

RIGHT-OF-WAY (Prefix 203-2535):

Net Cost of Land Purchased	$ 7,650.00	
Negotiation Expenses	8.02	
Payments to Local Governments	2,319.01	
Project Management	31.55	
R/W Office Expenses	198.54	
TOTAL R/W COST	$ 10,207.12	$ - 0 -

CONSTRUCTION (Prefix 203-1028):

Work Performed by Contractor	$ 69,012.20	500.00
Interest on Final Payment		11.50
Work Performed by State Forces	191.12	
Engineering Expenses	7,922.12	3,268.56
Payments to Local Governments	1,626.60	
Project Management	30.17	
Materials Lab	121.04	
Technical Services	78.91	
Construction Branch	292.16	
Construction Engineering (Accounting)	309.50	146.82
TOTAL CONST. COST	$ 79,583.82	$ 3,926.88

PROGRAM SECTION
MANAGER ------ RESOURCE UNIT ------
FA UNIT ---- PROGRAM UNIT ------
NOV 28 1984
REFER TO
R/D ------ ACT ------ REPLY ------
DISC ------ INFO ------ FILE ------

SUMMARY:

Participating P.E. Cost	$ 4,449.52
Participating P.E. Cost (County)	3,988.28
Participating R/W Cost	10,207.12
Participating Const. Cost	79,583.82
	$ 98,228.74

FEDERAL FUNDS:

P.E. (88.15%)	$ 3,922.25	
P.E. (88.15%)	3,515.67	
R/W (88.15%)	8,997.58	
Const. (88.18%)	70,177.01	(86,612.51)
SUBTOTAL		$ 11,616.23
Plus Nonparticipating County Cost		3,454.27
Less County Advance Deposits: P.E. & Const. AD #910		$(10,100.00)
BALANCE DUE FROM COUNTY		$ 4,970.50

MKS:pf

203-1028
✓203-1980 203-2535
✓ 403-1908

9313

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-6-83

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. SOS-300(8)

VOUCHER PERIOD From: 1/17/79 To: 6/6/83

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
RW	$ 10,207.12	$10,207.12	.8815	$ 8,997.58	$ 8,997.58	$0.00
PE	3,988.28	3,988.28	.8815	3,515.67	3,515.67	0.00
PE	4,449.52	4,449.52	.8815	3,922,25	3,922.25	0.00
Cons.	83,510.70	79,583.82	.8818	70,177.01	70,177.01	0.00
	$102,155.62	$98,228.74	------	$86,612.51	$86,612.51	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY ______________________ *State Highway Agency*

By ______________________ *Authorized Officer* ____________ *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $0.00

Adjustments $ ______________________

Amount Approved $ ______________________

SIGN ORIGINAL COPY ______________________ *Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	362nd Drive at Skogan Rd. Section Skogan Road Clackamas County					
	Preliminary Engineering					
	Type Code PE					
	State	All Required			$ 4,184.55	
	Clackamas County	All Required			3,988.28	
	Total Participating Preliminary Engineering				$ 8,172.83	
	Type Code ROW					
	Right of Way	All Required			$ 7,650.00	
	Acquisition Expense					
	State	All Required			2,557.12	
	Construction					
	Type Code 6201					
	Roadway (Sta. 10+00 to 13+92)					
	Final Contract Payment Summary	Lump Sum			69,012.20	
SFO	#1 Permanent Pavement Striping (State)	All Required			191.12	
	Total Participating Construction				$69,203.32	
	Construction Engineering					
	State	All Required			$ 8,753.90	
	Work by Clackamas County	All Required			1,626.60	
	Total Participating Construction Engineering Cost				$10,380.50	
	Misc. Project Cost					
	Audit Expense (PE)	All Required			$ 264.97	
	Total Participating Project Cost				$98,228.74	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			$ 500.00	
	Interest on Final Payments	All Required			11.50	
	Construction Engineering	All Required			3,415.38	
	Total Non Participating Project Cost				$ 3,926.88	
	Total Project Cost				$102,155.62	
	AMOUNT CARRIED FORWARD					

Prepared based on the Participating cost as shown on the Federal Billing as of 6/21/84.

Participating cost are for Right of Way actually incorporated in the final project, and all cost have been previously certified by the Right of Way Engineer.

Right of Way plans approved by FHWA 10/16/81

B02 680 BILLING NUMBER 01

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

07/12/84

PREFIX GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
>203-1042 2	BROS-0300-005	106,391.55	120,652.70	120,652.70	88.18	106,391.55	106,391.55		
201-1007 1*	SOS -0100-002	94,938.75	107,878.20	107,701.36	88.15	94,938.75	94,938.75		
201-1956 1*	SOS -0100-002	10,103.05	11,465.50	11,461.20	88.15	10,103.05	10,103.05		
	PROJ TOTALS	105,041.80	119,343.70	119,162.56		105,041.80	105,041.80		
>203-1959 1	SOS -0300-005	18,976.43	21,833.76	21,696.30	85.80	18,615.43	18,615.43		
>403-1906 1	SOS -0300-005	609.57	609.57	609.57	100.00	609.57	609.57		
	PROJ TOTALS	19,586.00	22,443.33	22,305.87		19,225.00	19,225.00		
203-1028 1*	SOS -0300-008	70,177.01	83,510.70	79,583.82	88.18	70,177.01	70,177.01		
203-1980 1*	SOS -0300-008	3,922.25	4,449.52	4,449.52	88.15	3,922.25	3,922.25		
>403-1908 1*	SOS -0300-008	3,515.67	3,515.67	3,515.67	100.00	3,515.67	3,515.67		
203-2535 1*	SOS -0300-008	8,997.58	10,207.12	10,207.12	88.15	8,997.58	8,997.58		
	PROJ TOTALS	86,612.51	101,683.01	97,756.13		86,612.51	86,612.51		
>206-1058 1	SOS -0600-001	275,910.00	342,289.02	349,264.20	76.94	268,723.88	268,610.62		113.26
206-1939 1	SOS -0600-001	5,575.00	6,711.25	6,493.75	85.80	5,571.64	5,571.64		
	PROJ TOTALS	281,485.00	349,000.27	355,757.95		274,295.52	274,182.26		113.26
>209-1022 1*	SOS -0902-001	56,825.54	64,479.81	64,442.66	88.18	56,825.54	56,825.54		
209-1991 1*	SOS -0902-001	7,664.46	8,936.06	8,936.06	85.77	7,664.46	7,664.46		
	PROJ TOTALS	64,490.00	73,415.87	73,378.72		64,490.00	64,490.00		
310-1090 1	SOS -1002-001		387.31	387.31	81.80	316.82		316.82 A	
310-1978 1	SOS -1002-001	7,045.00	25,960.42	12,275.15	61.58	7,559.04	7,045.00	514.04 B	
	PROJ TOTALS	7,045.00	26,347.73	12,662.46		7,875.86	7,045.00	830.86	
310-1098 1	SOS -1004-001	46,880.00	47,116.92	43,297.43	88.15	38,166.68	38,166.68		
310-1098 8	SOS -1004-001	10,600.00	11,975.41	11,975.41	88.15	10,556.32	10,556.32		
310-1987 1	SOS -1004-001	8,520.00	9,935.03	9,923.32	85.77	8,511.23	8,511.23		
	PROJ TOTALS	66,000.00	69,027.36	65,196.16		57,234.23	57,234.23		
314-1095 1	SOS -1401-001	57,600.00	87,206.28	86,612.04	67.00	58,030.07	57,600.00	430.07 B	
314-1991 1	SOS -1401-001	6,900.00	8,420.97	8,292.86	85.80	7,115.27	6,900.00	215.27 B	
	PROJ TOTALS	64,500.00	95,627.25	94,904.90		65,145.34	64,500.00	645.34	
216-1049 1*	SOS -1600-001	192,450.12	224,508.89	224,379.29	85.77	192,450.12	192,450.12		
216-1974 1*	SOS -1600-001	12,400.68	14,458.06	14,458.06	85.77	12,400.68	12,400.68		
	PROJ TOTALS	204,850.80	238,966.95	238,837.35		204,850.80	204,850.80		
>320-1071 1	SOS -2003-002	28,352.00	32,416.80	32,416.80	88.15	28,575.41	28,352.00	223.41 B	

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	203 1021	270	02	P 1			17,989.97	81	81
	203 1021	295	00	N 9			8,000.00	82	82
	203 1021	296	00	N 9			55,611.32CR	81	83
	203 1021	298	00	N 9			47,611.32	81	83
	203 1021	900	00	P 1			4,789.46	81	83
	203 1021	900	00	N 1			244.56	81	83
	203 1021	911	00	P 1			5.40	81	81
	203 1021	920	00	P 1			71.67	81	81
	203 1021	940	00	P 1			134.84	81	82
	203 1021	941	00	P 1			2.26	81	81
	203 1021	944	00	P 1			1,117.66	81	83
	203 1021	945	00	P 1			123.13	81	83
	203 1021	946	00	P 1			285.44	81	82
	203 1021	948	00	P 1			471.09	81	82
	203 1021	985	00	P 1			17.84	81	82
		TOT		P1			56,013.32		
		TOT		N1			253.23		
		** JOB TOTALS **			**	**	56,266.55 **		
								STATE	
362ND DR AT SKOGAN RD	CONT NO 9313 * FA PROJ NOS SOS 0300008 100								
	203 1028	201	00	P 1			69,012.20	81	82
	203 1028	201	00	N 1			500.00	82	82
	203 1028	206	00	N 1			11.50	82	82
	203 1028	270	01	P 1			191.12	81	82
	~~203 1028~~	~~296~~	~~00~~	~~N 9~~	1,626.53CR	1,874.41CR	79,640.42CR	81	84
	~~203 1028~~	~~297~~	~~00~~	~~N 9~~		1,874.41	9,463.41	81	81
	~~203 1028~~	~~298~~	~~00~~	~~N 9~~	1,626.53		70,177.01	81	84
	203 1028	900	00	P 1	388.93CR	388.93CR	7,922.12	81	84
	203 1028	900	00	N 1	388.93	388.93	3,268.56	82	84
	203 1028	903	00	P 1	49.14	49.14	1,626.60	81	84
	203 1028	920	00	P 1			30.17	81	82
	203 1028	940	00	P 1			39.50	81	81
	203 1028	941	00	P 1			81.54	81	82
	203 1028	944	00	P 1			78.91	81	82
	203 1028	945	00	P 1			292.16	81	83
	203 1028	948	00	P 1		289.00	309.50	81	84
	203 1028	948	00	N 1		146.82	146.82	84	84
		TOT		P1	339.79CR	50.79CR	79,583.82		
		TOT		N1	388.93	535.75	3,926.88		
		** JOB TOTALS **			49.14 **	484.96 **	83,510.70 **		
								STATE	
SE KING RD@SE PRICE FULL	CONT NO 9390 * FA PROJ NOS X1 9721002 100 X10 9721002								
	203 1033	201	00	P 1			35,269.65	82	82
	203 1033	206	00	N 1			30.50	82	82
	203 1033	210	02	P 1			500.00	83	83
	203 1033	270	01	P 1			148.25	82	82
	203 1033	270	03	P 1			3,150.00	83	83

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                                                                                  JUNE 1984        PAGE  713
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                    FISCAL         GRAND TOTAL
                                    PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE       TO DATE
     DESCRIPTION                                                                                       11.15
                                 203    1959     926     00 N 1                                     9,908.96
                                 203    1959     927     00 P 1                                        30.04
                                 203    1959     932     00 P 1                                        48.55
                                 203    1959     950     00 P 1           .04CR          76.61     21,696.26
                                                 TOT     P1                                        12,250.00
                                                 TOT     P2                                           137.46
                                                 TOT     N1                                        34,083.72  **
                                             ** JOB TOTALS **             .04CR**        76.61  **

                                                                                                              STATE
CO-WIDE THERMOPLASTIC MRKGS   CONT NO      FA PROJ NOS PMS 000S065 100                  100.00CR      100.00CR
                                 203    1961     296     00 N 9                          100.00        100.00
                                 203    1961     298     00 N 9                                        102.07
                                 203    1961     906     00 P 1                                        102.07
                                                 TOT     P1                                            102.07  **
                                             ** JOB TOTALS **              **              **

                                                                                                              STATE
362ND DR @ SKOGAN RD          CONT NO    * FA PROJ NOS SOS 0300008 100  ~~105.90CR~~     ~~141.98~~    ~~4,558.84CR~~
                              ~~203    1980     296     00 N 9~~                                        ~~636.59~~
                              ~~203    1980     297     00 N 9~~        ~~105.90~~       ~~141.98CR~~   ~~3,922.25~~
                              ~~203    1980     298     00 N 9~~                                      1,076.91
                                 203    1980     901     00 P 1                         146.82CR
                                 203    1980     901     00 N 1                          16.88       1,948.98
                                 203    1980     905     00 P 1                          16.88CR
                                 203    1980     905     02 P 1                                        134.40
                                 203    1980     911     00 P 1                                         18.15
                                 203    1980     913     00 P 1                                         69.60
                                 203    1980     914     00 P 1                                        264.97
                                 203    1980     915     00 P 1                                        156.67
                                 203    1980     920     00 P 1                         289.00CR       750.14
                                 203    1980     921     00 P 1                                         14.47
                                 203    1980     922     00 P 1                                         15.23
                                 203    1980     923     00 P 1                         289.00CR     4,449.52
                                                 TOT     P1                             146.82CR
                                                 TOT     N1                             435.82CR**   4,449.52  **
                                             ** JOB TOTALS **               **

                                                                                                              STATE
SPTC RR X'ING-EVELYN ST       CONT NO      FA PROJ NOS RRS 9731001 100                  141.29CR      533.72CR
                                 203    1986     296     00 N 9                         141.29        533.72
                                 203    1986     298     00 N 9                                        65.25
                                 203    1986     901     00 N 1                                        51.68
                                 203    1986     905     00 P 1                                       368.82
                                 203    1986     914     00 P 1                                        31.99
                                 203    1986     920     00 P 1           16.46          16.46        156.13
                                 203    1986     932     00 P 1           60.26         156.13         61.06
                                 203    1986     933     00 P 1             .06CR        61.06        669.68
                                                 TOT     P1               76.66         233.65         65.25
                                                 TOT     N1                                           734.93  **
                                             ** JOB TOTALS **             76.66  **     233.65  **
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                    JUNE 1984       PAGE 1013

                                                                             FISCAL         GRAND TOTAL
                      PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH         YEAR TO DATE        TO DATE
   DESCRIPTION
                   203   253      903     00 P 1                            1,540.37         7,561.20
                   203   2533     913     00 P 1                                               238.82
                   203   2533     915     00 P 1           .06CR               61.93           206.36
                   203   2533     920     00 P 1                                                16.53
                   203   2533     930     00 P 1           .01CR                8.93           311.87
                                  TOT        P1            .07CR            1,611.23         8,334.78
                            ** JOB TOTALS **               .07CR**          1,611.23  **     8,334.78  **

                                                                                                          STATE
 SKOGAN RD-362ND DR   CONT NO   * FA PROJ NOS SOS 0300008 100
                   203   2535     296     00 N 9         200.79CR            200.79CR         8,997.58CR
                   203   2535     298     00 N 9         200.79              200.79           8,997.58
                   203   2535     401     00 P 1                                              7,650.00
                   203   2535     414     00 P 1                                                  8.02
                   203   2535     903     00 P 1          49.14CR             49.14CR         2,319.01
                   203   2535     920     00 P 1                                                 31.55
                   203   2535     930     00 P 1                                                198.54
                                  TOT        P1           49.14CR             49.14CR        10,207.12
                            ** JOB TOTALS **              49.14CR**           49.14CR**      10,207.12  **

                                                                                                          STATE
 SE 97TH-SE 127TH     CONT NO      FA PROJ NOS X10 9718005 100                    3.87CR           3.87CR
                   203   2536     205     00 P 1                                443.34        95,641.76CR
                   203   2536     296     00 N 9          11.86CR                13.12         8,676.65
                   203   2536     297     00 N 9          11.86                 456.46CR      86,965.11
                   203   2536     298        N 9                              2,089.02CR      67,795.30
                   203   2536     401     00 P 1                                                   8.07
                   203   2536     402     00 P 1                                                 413.55
                   203   2536     403     00 P 1                                               9,400.00
                   203   2536     404     00 P 1                                               3,150.00
                   203   2536     405     00 P 1                                               4,743.75
                   203   2536     407     00 P 1                                                 968.53
                   203   2536     409     00 P 1                                               2,535.85
                   203   2536     412     00 P 1            .04CR               359.44           124.90
                   203   2536     413     00 P 1                                                   1.78
                   203   2536     413     00 N 1                                               7,275.38
                   203   2536     414     00 P 1            3.89                  3.89            22.02
                   203   2536     415     00 P 1                                                   5.95
                   203   2536     426     00 P 1             .48                  5.95            20.18
                   203   2536     478     00 P 1                                                  89.70
                   203   2536     430     00 P 1                                               1,472.95
                   203   2536     903     00 P 1                                1,114.99         1,215.60
                   203   2536     913     00 P 1            1.92                 21.32         3,077.05
                   203   2536     930     00 P 1            .03CR                26.01
                                  TOT        P1             6.22                561.29CR     102,314.91
                                  TOT        N1                                                    1.78
                            ** JOB TOTALS **                6.22  **            561.29CR**   102,316.69  **

                                                                                                          STATE
 DAGMAR RD-WEBSTER RD HES 9674 CONT NO   FA PROJ NOS HES 9674004 100
                   203   2539     296     00 N 9       6,372.23CR         53,864.09CR        63,576.49CR
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                                                                        JUNE 1984          PAGE  829
ACCOUNT SUMMARY - EXPENDITURES [illegible]DGERS
                                                                          FISCAL           GRAND TOTAL
                                                                        YEAR TO DATE         TO DATE
    DESCRIPTION           PREFIX  FUNCTION SUB F. GR  CURRENT MONTH         293.03              293.03
                          336   1982    932     00 P 1           26CR       [illegible]         [illegible]
                                        TOT     P1               26CR       293.03              370.51
                                     ** JOB TOTALS **            26CR**     293.03  **          370.51  **

                                                                                                       STATE
 SPTC @ SW 3RD ST(NEWBURG)   CONT NO      FA PROJ NOS RRS 5830001 100
                                                                28.43CR      44.09CR             44.09CR
                          336   1984    296     00 N 9          28.43        44.09               44.09
                          336   1984    298     00 N 9          51.74        83.33               83.33
                          336   1984    905     00 P 1            .01CR      17.39               17.39
                          336   1984    920     00 P 1          51.73       100.72              100.72
                                        TOT     P1              51.73  **   100.72  **          100.72  **
                                     ** JOB TOTALS **

                                                                                                       STATE
 LEEPY HOLLOW BRIDGE         CONT NO      FA PROJ NOS SOS 0300005 100                           609.57CR
                          403   1906    598     00 N 9                                          609.57
                          403   1906    903     00 P 1          196.98CR
                          403   1906    915     00 P 1          196.98CR                        609.57
                                        TOT     P1                                              609.57CR
                                        TOT     N9                                  **                   **
                                     ** JOB TOTALS **           196.98CR**

                                                                                                       STATE
 SKOGAN ROAD @ 362ND         CONT NO    * FA PROJ NOS SOS 0300008 100
                                                                 2.00CR       2.00CR           3,515.67CR
                          403   1908    598     00 N 9           2.00         2.00             3,515.67
                          403   1908    903     00 P 1           2.00         2.00             3,515.67
                                        TOT     P1               2.00CR       2.00CR           3,515.67CR
                                        TOT     N9                      **           **                  **
                                     ** JOB TOTALS **

                                                                                                       STATE
 PAC HWY E-OATFIELD RD       CONT NO    * FA PROJ NOS XI  9674003 100                           114.72CR
                          403   1910    598     00 N 9                                          114.72
                          403   1910    903     00 P 1                                          114.72
                                        TOT     P1                                              114.72CR
                                        TOT     N9                      **           **                  **
                                     ** JOB TOTALS **

                                                                                                       STATE
 SE KING RD-SE HARMONY RD    CONT NO    * FA PROJ NOS XI  9721001 100                           693.04CR
                          403   1911    598     00 N 9                                          693.04
                          403   1911    903     00 P 1                                          693.04
                                        TOT     P1                                              693.04CR
                                        TOT     N9                      **           **                  **
                                     ** JOB TOTALS **

                                                                                                       STATE
 OATFIELD RD@ALDERCREST DR   CONT NO    * FA PROJ NOS XI  9665006 100                           222.65CR
                          403   1912    598     00 N 9
```

9313

L.

July 9, 1982

Riedel International, Inc.
dba Western-Pacific Construction Materials Co.
3510 S.W. Bond Avenue
Portland, OR 97201

CON 5
#9313

Attention: Bill Roth, Business Manager

Gentlemen:

Thank you for your letter of June 21, 1982, stating that you have been satisfied in connection with a claim in the amount of $5,360.09 filed on February 24, 1982.

This was in reference to Contract No. 9313 with Jim Hall Contracting for work on 362nd Drive at Skogan Road in Clackamas County.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Jim Hall Contracting
P. O. Box 618
Madras, OR 97741

Union Indemnity Insurance Co. of New York
c/o Northwest Bonding Company
Attention: Dennis V. Gilbert
P. O. Box 1448
Beaverton, OR 97075

IED

Jg 7/9/82

"Imagineering a better world"

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S.W. Bond Avenue
Portland, Oregon 97201
(503) 222-4210

SATISFACTION OF BOND CLAIM

The undersigned submits the following satisfaction against bond of contractor.

To: Jim Hall Construction
P.O. Box 618
Madras, OR 97741
Attn: Jim Hall

Re: Jim Hall Construction
Contract No. 9313
Job Name : Skogan Rd., Sandy, Oregon

Notice is hereby given that the undersigned, Riedel International, Inc., dba Western-Pacific Construction Materials Co., has been satisfied in full to bond claim made pursuant to notice of bond claim made February 24, 1982 for $5860.09.

Riedel International, Inc.
(Western-Pacific Construction Materials Co., a division)

By: Bill Roth
Bill Roth, Business Manager

Date: June 21, 1982

cc: Mr. Bob Gormsen
State of Oregon
Transportation Bldg. Rm. 121
Salem, OR 97310

Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236
Attn: Scott Pickens

"Helping Build the West . . . and Beyond"

ENVIRONMENTAL EMERGENCY SERVICES CO
WILLAMETTE WESTERN CO
WILLAMETTE TUG & BARGE CO
WESTERN MARINE BRAZIL
WESTERN PACIFIC CONSTRUCTION MATERIALS
WESTERN PACIFIC DREDGING CO

WESTERN PACIFIC DRILLING CO
WESTERN PACIFIC [illegible] CO
WESTERN PACIFIC [illegible] CO
WESTERN PACIFIC MARINE [illegible] CO
[illegible] BARGE CO
[illegible]

Northwest Bonding Company
P.O. Box 1448
Beaverton, OR 97075
Attn: Dennis V. Gilbert

9313

WALL & WALL, P. C.
ATTORNEYS AT LAW
SUITE 686
LLOYD FIVE HUNDRED BUILDING
500 N. E. MULTNOMAH
PORTLAND, OREGON 97232

ROBERT C. WALL
MITCHELL C. WALL
MARILYN M. WALL
BRADLEY R. WALL

TELEPHONE
(503) 238-0333

June 10, 1982

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Jim Hall Contracting
P.O. Box 618
Madras, Oregon 97741

Northwest Bonding Company
Attn: Dennis V. Gilbert
P.O. Box 1448
Beaverton, Oregon 97075

Mr. Scott Pickens
Gresham Paving, Inc.
4540 S.E. 174th
Portland, Oregon 97236

Re: Department of Transportation Contract No. 9313
362nd Drive at Skogan Road in Clackamas County

Dear Gentlemen:

Enclosed is a copy of Notice of Bond Claim dated February 24, 1982, by our client, Riedel International, Inc., in the amount of $5,860.09 for the sale of materials by Riedel to Gresham and used in the above improvement.

Demand is hereby made that, within 10 days of the date of this letter, you pay this claim in full. Should you fail to do so, Riedel International, Inc. has instructed us to immediately file a cause of action against the bond for all sums to which Riedel is entitled, including any interest, finance charge and attorneys fees.

no response nec.
as att. claim already
filed with us on
2/24/82.

We shall expect your prompt compliance.

Very truly yours,

WALL & WALL P.C.

Mitchell C. Wall

MCW:dje

Enclosure
cc; Robert Gormsen
    Bill Roth
    Dave Crow

"Imagineering a better world"

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S.W. Bond Avenue
Portland, Oregon 97201
(503) 222-4210

FEB 2[illegible] 198[illegible]
WALL & WALL P.C.

NOTICE OF BOND CLAIM
(Pursuant to ORS Chapter 279)

The undersigned submits the following claim against bond of contractor:

To: Mr. Bob Gormsen
State of Oregon
Transportation Bldg. Rm 121
Salem, Oregon 97310

Re: Jim Hall Construction
Contract NR: 9313
Job Name : Skogan Rd., Sandy, Oregon

Notice is hereby given that the undersigned, Riedel International, Inc., dba Western-Pacific Construction Materials Co., has a claim for sale of materials used in the above improvement in the sum of $5,860.09 against the bond taken from Jim Hall Construction for the work on Skogan Rd., Sandy, Oregon.

Riedel International, Inc.
(Western-Pacific Construction
Materials Co., a division)

By: Bill Roth
Bill Roth, Business Manager

Date: 2-24-82

RECEIVED
[illegible] 1982
WALL & WALL P.C.

P08 4400861
RECEIPT FOR CERTIFIED MAIL
NO INSURANCE COVERAGE PROVIDED—
NOT FOR INTERNATIONAL MAIL
(See Reverse)

SENT TO Mr. Bob Gormsen
State of Oregon
STREET AND NO. Transportation Bldg, Rm 121
P.O., STATE AND ZIP CODE Salem, OR 97310

POSTAGE	$
CERTIFIED FEE	
SPECIAL DELIVERY	
RESTRICTED DELIVERY	
CONSULT POSTMASTER FOR FEES — OPTIONAL SERVICES — RETURN RECEIPT SERVICE: SHOW TO WHOM AND DATE DELIVERED	
SHOW TO WHOM, DATE, AND ADDRESS OF DELIVERY	
SHOW TO WHOM AND DATE DELIVERED WITH RESTRICTED DELIVERY	
SHOW TO WHOM, DATE AND ADDRESS OF DELIVERY WITH RESTRICTED DELIVERY	
TOTAL POSTAGE AND FEES	$1.65
POSTMARK OR DATE	PORTLAND [illegible] FEB 1982

PS Form 3800, Apr. 1976 attn: Bill Roth, WPCM

Gresham Paving

"Helping Bu
ENVIRONMENTAL EMERGENCY SERVICES. C
WILLAMETTE WESTERN CO.
WILLAMETTE TUG & BARGE CO.
WESTERN MARINE BRAZIL
WESTERN-PACIFIC CONSTRUCTION MATER
WESTERN-PACIFIC DREDGING CO.

9313 C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

DATE: June 3, 1982

CON

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
362nd Avenue @ Skogan Road
Clackamas County
Contract No. 9313

This off-system grading and paving project has been completed and the final costs reveal that the amount authorized has been exceeded by $13,890, or 20.1 percent.

The general excavation quantity overran that anticipated and resulted in an increased project cost of $7,653. The other major cause for the increased cost was the project engineering. This cost was $7,150 more than anticipated, primarily because the stage construction necessitated approximately twice the normal amount of staking. Also, the contractor worked overtime and an inspector was needed on the project while work was in progress.

All but $3,391.13 of the project cost is eligible for federal participation. As this is an off-system project, all match money and nonparticipation costs are the responsibility of Clackamas County.

It is recommended that the authorization for this project be increased by $13,890, to a new total of $82,980.45. This matter will be on the consent calendar for the June 15 meeting.

OBJ:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3123

9313

L.

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: June 2, 1982

Warren

FROM: for O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
362nd Ave. @ Skogan Road
Clackamas County
Contract No. 9313

This off-system grading and paving project has been completed and the final costs reveal that the amount authorized has been exceeded by $13,890.00 or 20.1 percent.

The general excavation quantity overran that anticipated and resulted in an increased project cost of $7,653. The other major cause for the increased cost was the project engineering. This cost was $7,150 more than anticipated, primarily because the stage construction necessitated approximately twice the normal amount of staking. Also, the contractor worked overtime and an inspector was needed on the project while work was in progress.

All but $3,391.13 of the project cost is eligible for federal participation. As this is an off-system project, all match money and non-participation costs are the responsibility of Clackamas County.

Attached is a rough draft letter to the Transportation Commission, as is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

NOTED
H.S. COULTER

cc: E. L. Hardt
James McNamee
Robert Church
D. E. Swan

Contains Recycled Materials

9313

L.

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

4-8-82

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
R. L. Coats No. 9293	Lake-Harney Co. Line Harney County	March 4, 1982
Eugene Sand & Gravel, Inc. No. 9237	Poodle Creek Road Lane County	March 5, 1982
Horton Bros., Inc. No. 9285	S.Bank Chetco River Rd. U'Xing. Curry County	March 9, 1982
Tice Electric Co. No. 9269	Arterial St. Light Conversion Proj. (Portland) Multnomah County	March 16, 1982
Mid-Columbia Paving Co. No. 9316	Sherman Ave.-Eugene St. (Hood River) Hood River County	March 18, 1982
Hertz Electric,Inc. No. 9244	Central Ore. Hwy. & Arnold Mkt. Rd. Deschutes County	March 18, 1982
Baker Redi-Mix, Inc. No. 9323	Auburn Ave.-Broadway St. & Dewey Ave.-Broadway St. Baker County	March 18, 1982
L.W. Hembree Co. No. 9195	Tualatin Valley Hwy. @ SW 247th Ave. (Hillsboro) Washington County	March 19, 1982
R. L. Coats No. 9333	U.S. Hwy. 97 - U.S. Hwy. 26 Jefferson County	March 19, 1982
Slayden & Holm, Inc. No. 9267	Dairy Creek (Susbauer Rd.) Bridge Washington County	March 22, 1982
Babler Bros., Inc. No. 9224	Polallie Cr.-M.P. 84.94 Hood River County	March 30, 1982

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Electric, Inc. No. 9270	Mt. Hood Hwy. @ Welches Rd. Clackamas County	March 31, 1982
L. W. Hembree Co. No. 9194	Mt. Hood Hwy. @ SE Hogan Rd. & Burnside Rd. (Gresham) Multnomah County	March 31, 1982
Mill Plain Electric No. 9330	Sunnyside Rd. @ SE 97th Ave. & Kaiser Hosp. Access Clackamas County	April 1, 1982
Jim Hall Contracting No. 9313	362nd Dr. @ Skogan Road Clackamas County	April 1, 1982
Coral Construction Co. No. 9334	Lane Co. Pavement Marking Project No. 4 Lane County	April 1, 1982
Columbia Pacific Construction Co. No. 9364	Blind Slough (Barendse Rd.) Bridge Clatsop County	April 6, 1982
C.W. McCallen Const. Co. No. 9085	SW Hall Blvd.-SW Oak St. Washington County	April 7, 1982

April 8, 1982

Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9313

April 7, 1982

Northwest Bonding Company
Attn: Dennis V. Gilbert
P. O. Box 1448
Beaverton, OR 97075

CON 5
#9313

Gentlemen or Ladies:

On April 2, 1982, we wrote to you concerning release of final payment on Contract No. 9313 awarded to Jim Hall Contracting for work on 362nd Drive at Skogan Road in Clackamas County.

Final payment on this contract is $1,000 and the total contract amount is $69,512.20. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Jim Hall Contracting
P. O. Box 618
Madras, OR 97741

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9313

CL-82-117

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 16 1982
NORMA PAULUS
SECRETARY OF STATE

March 12, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9313

Riedel International, Inc. dba
Western-Pacific Construction Materials Co.
3510 S.W. Bond Avenue
Portland, OR 97201

Attention: Bill Roth
Business Manager

RECEIVED
MAR 16 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen or Ladies:

This will acknowledge receipt of your Notice of Bond Claim dated February 24, 1982, stating that you have a claim for material in the amount of $5,860.09 against Jim Hall Construction.

The claim states this is in reference to the Jim Hall Contracting Contract No. 9313 for work on 362nd Drive at Skogan Road in Clackamas County.

The Union Indemnity Insurance Company of New York, through Dennis V. Gilbert, furnished the bond on this contract. We will advise the agent of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

FKN:dmc

RECEIVED

cc: Jim Hall Contracting
P. O. Box 618
Madras, OR 97741

Northwest Bonding Company
Attn: Dennis V. Gilbert
P. O. Box 1448
Beaverton, OR 97075

—4-1-82 dmc

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S W. Bond Avenue
Portland, Oregon 97201
(503) 222-4210

NOTICE OF BOND CLAIM
(Pursuant to ORS Chapter 279)

The undersigned submits the following claim against bond of contractor:

To: Mr. Bob Gormsen
State of Oregon
Transportation Bldg. Rm 121
Salem, Oregon 97310

Re: Jim Hall Construction
Contract NR: 9313
Job Name : Skogan Rd., Sandy, Oregon

Notice is hereby given that the undersigned, Riedel International, Inc., dba Western-Pacific Construction Materials Co., has a claim for sale of materials used in the above improvement in the sum of $5,860.09 against the bond taken from Jim Hall Construction for the work on Skogan Rd., Sandy, Oregon.

Riedel International, Inc.
(Western-Pacific Construction
Materials Co., a division)

By: Bill Roth
Bill Roth, Business Manager

Date: 2-24-82

RECEIVED
FEB 26 1982
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL EMERGENCY SERVICES CO
WILLAMETTE WESTERN CO
WILLAMETTE TUG & BARGE CO
WESTERN MARINE BRACE
WESTERN PACIFIC CONSTRUCTION MATERIALS CO
WESTERN PACIFIC DREDGING CO
WESTERN PACIFIC DRILLING CO
WESTERN PACIFIC [illegible] CO
WESTERN PACIFIC [illegible] CO
WESTERN PACIFIC MARINE SERVICES CO
WESTERN TUG & BARGE CO
WORLD SECURITY SERVICES CO

9313

2.

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 362nd DRIVE at SKOGAN ROAD

WEEK ENDING: November 14, 1981

SECTION PREFIX: 203-1028-900

HIGHWAY: SKOGAN

COUNTY: CLACKAMAS

NAME OF JOB: 362nd DRIVE at SKOGAN ROAD

KIND OF WORK: GRADING and PAVING

CONTRACTOR: JIM HALL CONTRACTING

CONTRACT NUMBER: 9313

FEDERAL AID PROJECT NUMBER: SOS-0300(8)

DATE OF CONTRACT: 7-20-81

DATE WORK STARTED: August 4, 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 90

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 88

PERCENT OF TIME ELAPSED: 98

PROJECT AUTHORIZATION: $ 69,090.45

EXCLUSIVE OF ENGINEERING: $ 63,056.35

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 67,838.08

ESTIMATED PERCENT OVERRUN: 8 %

ENGINEERING AUTHORIZATION: $ 6034.10

ENGINEERING COST TO DATE: $ 10717.62

PERCENT OF AUTHORIZATION: 178 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 110

DATE PROJECT WAS COMPLETED: October 26, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	GRADING	SURFACING	PAVING	DRAINAGE
PERCENT	100	100	100	100	100
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5400	27546	10800	12500	2845
TOTAL QUANTITIES CORRECTED TO DATE	4860	31312	13352	13960	2939
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4860	31312	13352	13960	2939
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY
SUNDAY		0	
MONDAY		0	
TUESDAY		0	
WEDNESDAY		0	
THURSDAY		0	
FRIDAY		0	
SATURDAY		0	

CAUSE OF DELAY

Second notification October 26, 1981

ASHE K
CAE
FUEP
GCE J
SCS
LEO

RECEIVED
NOV 17 1981
CONSTRUCTION BRANCH

OM
CA 2
LE
TC
EE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed October 26, 1981.
Expect to submit semi-final next week.

SIGNED ______________ LOCATION PORTLAND

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SH-F216

9313

Section 362nd Drive at Skogan Rd. Sec. Programming Estimate $ ____

Highway Skogan Road Project Length 400 lin. Ft.

County Clackamas Completion Time 90 Cal. Days

Kind of Work Grading and Paving Est. Comp. Date 10-29-81

Prefix 203-1980 Letting Date ~~May 28~~, 1981 June 25! Project No. SOS-0300(8)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 5-26-81

irector
sst. Dir.-Administration
Accounting (Highway)
dministrative Services
Bridge
Chief Counsel
ommission Services
onstruction
Data Processing (ans. Bldg.)
mployee Development
Engineering (Design)
vironmental
quipment Shops & toreroom
nance (DOT)
HWA
eneral Files
dustrial Engineers

Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs

Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
[✓ Metropolitan]
Region Number ____
District Number ____
Resident Engineer ____

ATTENTION.
John Rose

FROM:
Proj. Mngt

COMMENTS:
Please inform the county

orm 731-0022 (6-80) SP*71282-734

5/21/81
ntract Amount . . . . $ 84,868^{00}

500
750 ✓ } $ 1,250^{00}

Subtotal $ 86,118^{00}

Contingencies (4-1/2%) . . . . 3,875^{31}

Engineering ~~(8, 9,~~ [✓ 10%]) . . . . 8,611^{80}

Subtotal . $ 98,605,^{11}

Credit for ____ . . . . ____

Estimated Net Authorization, Construction . . . . $ 98,605^{11}

Est. R/w Costs 10,000.00

APPROVED Est. P.E. Costs 5,000.00

Est. Total Cost 113,605^{11}

Less Federal Funds (per agreement with AOC) 90,000.00

County share $ 23,605^{11}

____
Road Design Engineer

Rev. 3/81

Section 362^nd Drive at Skogan Rd. Sec.
Programming Estimate $
Highway Skogan Roa
Projec ength 400 lin. Ft.
County Clackamas
Completion Time 90 Cal. days
Kind of Work Grading and Paving
Est. Comp. Date 10-29-81
Prefix 203-1980
Letting Date ~~May 28~~, 1981 June 25!
Project No. SOS-0300(8)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 84,868.00 5/21/81

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	500
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	
Roadside Seeding & Mulching	750
Asphalt Cement Adjustment	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing (Engineering)	
"OPTICOM" Testing (Engineering)	
Bikeway Signs	

Adjust Utilities:

✓ $ 1,250.00

Subtotal	$ 86,118.00
Contingencies (4-1/2%)	3,875.31
Engineering ~~(8, 9,~~ [✓ 10%])	8,611.80
Subtotal	$ 98,605.11
Credit for	
Estimated Net Authorization, Construction	$ 98,605.11
Est. R/w Costs	10,000.00
Est. P.E. Costs	5,000.00
Est. Total Cost	113,605.11
Less Federal Funds (per agreement with AOC)	90,000.00
County share	$ 23,605.11

APPROVED

Road Design Engineer

Rev. 3/81

ction 362nd Drive at Sk[illegible]gan Rd. Sec. County Clackamas Co.

ind Of Work Grading and Paving Length 400 feet Name Bill Bergsted

5-21-81 ~~7-27-81~~

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(8%) ~~(9%)~~	6,300 ~~6,000~~
Temporary Protection and Direction of Traffic		All	All	—	1,220
Temporary Signs		Sq. Ft.	93	6	558
Temporary Barricades		Each	2	125	250
Flagmen		Hour	350	25.00	8,750
Roadwork					
Clearing and Grubbing		All	All	—	4,000
General Excavation		Cu. Yd.	8240	4.50	37,080
Trench Excavation		Cu. Yd.	65	10.00	650
Coarse Aggregate Base		Ton	700	11.00	7,700
3/4"-0 Aggregate Base		Ton	200	11.00	2,200
Class "B" or Class "C" Asphalt Concrete		Ton	250	36.00 ~~34.50~~	9,000 ~~8,625~~
12-inch Culvert Pipe		Lin. Ft.	92	20	1,840
18-inch Culvert Pipe		Lin. Ft.	90	24	2,160
Extra for Asphalt Approaches		Each	2	200	400
Furnishing and Installing Mailbox Posts		Each	2	100	200
Loose Riprap, Class 50		Cu. Yd.	160	16.00	2,560

9313

State

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-197	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER 1	9-3-81	Project Number SOS-0300(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 25, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,000.00	$ 110,000.00
Federal funds	$ 4,280.00	$ 94,280.00
Other revisions		

This modification is made for the following reasons: To include increase in preliminary engineering costs and construction contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of September, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon August 25, 1981

Federal Aid Project
No. SOS-0300(8)

362nd Drive at Skogan Rd. Section
Skogan Road
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.

Preliminary Engineering	All Required	$ 9,850.00

Type Code ROW

Right of Way	All Required	$ 10,000.00

Type Code 6201
Roadway (Sta. 10+00 to 13+92)

Mobilization		All Required	$ 2,000.00
Temporary Protection and Direction of Traffic		All Required	2,000.00
Temporary Signs	93 Sq. Ft.	14.00	1,302.00
Temporary Barricades	2 Each	300.00	600.00
Flagmen	350 Hour	10.00	3,500.00
Clearing and Grubbing		All Required	5,400.00
General Excavation	8,240 Cu. Yd.	1.60	13,184.00
Trench Excavation	65 Cu. Yd.	13.00	845.00
Coarse Aggregate Base	700 Ton	12.00	8,400.00
3/4"-0 Aggregate Base	200 Ton	12.00	2,400.00
Class "B" or Class "C" Asphalt Concrete	250 Ton	50.00	12,500.00
12-inch Culvert Pipe	92 Lin. Ft.	10.00	920.00
18-inch Culvert Pipe	54 Lin. Ft.	20.00	1,080.00
Extra for Asphalt Approaches	2 Each	230.00	460.00
Loose Riprap, Class 50	160 Cu. Yd.	25.00	4,000.00
			$ 58,591.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 500.00
Roadside Seeding and Mulching	All Required	750.00
		$ 1,250.00
	SUBTOTAL	$ 59,841.00
	Engineering	8,677.00
	TOTAL	$ 68,518.00

Length of Roadway --------------- 0.076 mi.
Cost of Roadway Per Mile --------$901,552.63

SUMMARY OF FUNDS (85.77%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 9,850.00	$ 8,448.00	$ 1,402.00
Right of Way	10,000.00	8,575.00	1,425.00
Roadway	68,518.00	58,768.00	9,750.00
Reserve	21,632.00	18,489.00	3,143.00
TOTAL	$110,000.00	$94,280.00	$15,720.00

Group 1-100%
Contract No. 9313
Prefix: 203-1980
Prefix: 203-2535
Prefix: 203-1028

362nd Drive at Skogan Rd. Section
(non participating-State Work)

Furnishing and Installing Mailbox Posts	2 Each	250.00	$	500.00

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-14	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6-15-79	State Oregon County Clackamas Project No. SOS-0300(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 0.2 mi. S. of Sandy SCL

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-17-79	0.068
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.77

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,000.00	$ 4,280.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

ByXX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUN 25 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Federal Aid Project
No. SOS-0300(8)

Oregon State Highway Division
Salem, Oregon June 15, 1979

Skogan Rd. @ 362nd Dr. Intersection Section
Co. Rd., 0.2 mi. S. of Sandy SCL
Clackamas County

Project Agreement Estimate

Type Code PE		
Preliminary Engineering	All Required	$5,000.00
Preliminary Engineering	Total	$5,000.00

Length of Project. . . . . . 0.068 miles

SUMMARY OF FUNDS

Federal Funds	$4,280.00
County Funds	720.00
Total	$5,000.00

Group 1 - 100%
Prefix 203-1980

9313

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Deputy Director

THOMAS J. VANDERZANDEN
Project Development Director

DAVID R. SEIGNEUR
Development Agency Director

BENJAMIN R. RAINBOLT
Administrative Services Director

August 27, 1981

Hal Renoldson
Room 210
Transportation Building
Salem, Oregon 97310

Enclosed is a copy of the preliminary plan showing the right-of-way acquired for the Skogan Road at 362nd Drive intersection relocation project. I am also enclosing copies of the deeds conveying the two properties to the County.

If you have any questions, please feel free to call.

Dennis M. Everson
DENNIS EVERSON - Engineering Technician
Policy and Project Development Division

/rn

Encls.

Descriptions Map & Cliff Lout

BK 81 Pg 18913
BK 81 Pg 18914

BK 108 Pg 801
BK 108 Pg 802

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
AUG 31 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

902 ABERNETHY ROAD ★ OREGON CITY, OREGON 97045 ★ (503) 655-8521

#9313 8-26-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-0300(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90087

6. TO
Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/26/81

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Skogan Road at 362nd Drive Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 8/25/81 I approve the revised Preliminary Engineering Costs to a TEC of $9,850 Federal Funds $8,448.

(Increase TEC $4,850 Federal Funds $4,168)

(Note: Above increase to cover final PE charges only)

RECEIVED
STATE HWY ENGR.
SEP 1 '81
REFER TO Machung
FOR
Info | Invest | R/D | Draft | Sign | [✓ Act] | File

aug to: 9-1-81

14. DATE 8/26/81

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9313

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

August 25, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Project No. SOS-0300(8)
Skogan Rd. @ 362nd Drive Section
Clackamas County

I request your approval of a minor program change on the subject project for additional preliminary engineering expenditures of $4,850 with $4,168 in federal funds based on the attached justification of August 21, 1981. This increase is to cover final preliminary engineering expenditures up to authorization to advertise for bids for the necessary construction.

Enclosed are copies of a revised project agreement and modification of project agreement which includes the additional preliminary engineering costs as well as the contract bid items.

CL:bkc
Attachments

cc: F.E. Terpin
H. Reynoldson

Form 734-3122

Planning File 78-1

Form E-30 (Rev. 9-71)
7313

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

CANCELLED
Contract # 9313

Section Skogan Road at 362nd Drive
Highway County Road #24010
County Clackamas #3

Date August 4, 1981
Authorization No. 2
Survey Prefix 203-1980 (Assigned by Salem office)

Description of termini, route, length, etc.: The proposed routing would be northerly of existing Skogan Road to provide a better connection to 362nd Drive. Approximate length is 400 feet.

Proposed: To provide an improved alignment of the intersection at Skogan Rd. and 362nd Dr. The objective to to provide improved sight distance.

Purpose of survey: County to perform field survey, prepare plans, specifications and estimate of cost. State to monitor project, review plans and complete PS&E.

Estimate of cost: $69,090
Funding: SOS
Category: Class II, Categorical Exclusion

Balanced Out

Field Survey	(901)	1,200
Citizen Participation	(902)	
City or County	(903)	3,200
Consultant	(904)	
Final Design	(905)	2,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	150
Landscape	(912)	
Liaison R/W	(913)	50
Utility	(914)	100
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	50
Specifications	(921)	1,300
Administrative Services	(922)	50
Environmental	(923)	50
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	
Hearings	(980)	
Personal Leave Time	(960)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
AUG 23 1981
LOCATION SECTION

Total estimated cost of survey	$ 8,150
Previous authorization	5,000
Additional authorization requested	3,150
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Curtis H Duval
Field Engineer
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
~~Regional Engineer~~
D.R. ADAMS, Project Development Engineer

Recommended for Approval:
Location Engineer

Approved:
Ed Hunter
Assistant State Highway Engineer

SP*23604-734

9313

Letter to Jon Rose
7-14-81

Inv. Pool Acct # 4138

made By July 12

June 26, 1981

ACC

Clackamas County Board
of Commissioners
Courthouse
Oregon City, Oregon 97045

Attn: John McIntyre
Director of Environmental Services
902 Abernethy Road
Oregon City, Oregon 97045

Gentlemen:

On June 25, 1981 the Highway Division received a satisfactory bid from Jim Hall Contracting, P.O. Box 618, Madras, Oregon 97741 for 362nd Drive at Skogan Road Section. This is an OFF SYSTEMS Project No. SOS-0300(8).

Based upon the Contractor's bid the County's advance deposit will be:

Contractor's Bid	$59,091.00
Pavement Striping	$ 500.00
Seeding and Mulching	750.00
4 1/2% Contingencies	2,715.35
10% Engineering	6,034.10
Construction Cost	$69,090.45
Est. R/W Costs	10,000.00
Est. P.E. Costs	5,000.00
TOTAL PROJECT COST	$84,090.45
Less Federal Funds (88% of $84,090.45)	73,999.60
COUNTY SHARE OF CONSTRUCTION COSTS ARE	$10,090.85

By rounding the County's Advance Deposit will be $10,100.00

We will award the contract when we receive your advance deposit, which should be in this office no later than July 17, 1981.

Rec'd
7-20-81
Inform Steve M.
+
Jon Rose

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

Awarded
[illegible]

HR:nf
Attachment

bcc w/AD # 910: Jon Rose, Region H Federal Aid Engineer
Vern Skoog - Please return completed AD # 910 when advance deposit is received.

1313

MA PDM PDE FFM SPC
- ODOT - METRO

JUN 0 3 1981

BM PAR PPC FILE T/A

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development
Services
Administrator

June ~~1~~, 1981

Mr. R. N. Bothman
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, OR 97213

ATTN: Mr. Jon Rose

Clackamas County requests that the State make payment for two properties conveyed to the County for right-of-way purposes needed in the improvement of the 362nd Drive at Skogan Road intersection. These charges should be made to the Federal Aid Project No. SOS-0300, Prefix No. 203-1980.

Enclosed is a copy of the accepted deed from the Allen Fruit Company, Inc., 500 Illinois Street, Newberg, OR 97132, which is to receive $1,250.00 and a copy of the accepted deed from Werner W. and Germaine Iseli, 38250 Burgs Lane, Sandy, OR 97055, who are to receive $6,400.00. Also, enclosed is a copy of the Commissioners Order accepting the deeds.

Bernard L Straight
BERNARD L. STRAIGHT - Traffic Eng
Policy & Project Development Divis

/mb

6-7-8 Forwarded all [illegible] info to [illegible] [illegible]

From Metro JON ROSE	Date 6/3/81
To BOZ SWAN - HAL REYNOLDSON	

[✓ Program Mgmt.] Traffic Region 1

Comments: This is a bill from Clackamas County for R/W on the 362nd ~ Skogen SOSR project. Please note and forward for payment.

Jon Rose

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ FFM ☐]
JUN 4 1981
REFERRED TO

9313 2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-1-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-0300(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division - Salem, OR

4. PROGRAM NO.

5. ITEM NO. 90087

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, OR

7. DATE AUTHORIZATION EFFECTIVE 6-3-81

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Skogan Road at 362nd Drive Intersection

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 5-28-81 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
JUN 10 '81
REFER TO [illegible]
FOR
Info Inves R/D D/R Sig Act File

[illegible] 10
6-10-81

14. DATE 6-1-81

15. SIGNATURE OF APPROVING OFFICIAL G K Hossmer

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9313

STATE OF OREGON

INTEROFFICE MEMO

Co.

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: May 28, 1981

FROM: Rod Henry
Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening June 25, 1981

Federal-aid Project No. SOS-0300(8) Highway No. 2003 County

Federal-aid Project Name 362nd Drive at Skogan Rd.

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project. This report does not include the status of Railroad & Utilities' files that may be in the area of this contract, but are reported separately by our Utility Section.

[ ] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[XX] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * * * *

[X] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

1 Versteeg ✓
Anderson
3 Christensen W
Olson
2 Sullivan JWS
Terpin
Trout
Wakerlig

RECEIVED
MAY 28 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

FCL: jr

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Contains Recycled Material

9313

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/27/81
Donald L Rout
Bill

June 25, 1981 Bid Letting ________ All Clear Deadline

SECTION 362nd Drive at Skogan Road
Highway County Road
County Clackamas Region 1
Type of Work Intersec. Improvemt Funds SOS
State____ Consultant ____ Plans Avail.___Yes ___No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	OK
Write-off Letter	☒					

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey		☒			☒	
Cultural Salvage	☒					

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study		☒			☒	statewide ✓

1513

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2003

Attention: Right-of-way Section

Subject: Federal Aid Project No. 505-0300 Prefix 203-1980

Project Name 362nd Drive at Skogan Rd.
362nd Drive

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon, this 21st day of May, 1981

County of Clackamas

Ralph Groener
County ~~Judge~~/Chairman Ralph Groener

Commissioner Stan Skoko

Commissioner Robert Schumacher

Certified By:

Regional Right-of-Way Supervisor
Date 5-26-81

Instructions: Complete A or B and C.
R/W File No.

9313

4-81

							STATE
SKOGAN RD-362ND DR	CONT NO		FA PROJ NOS SOS 300008 100				
	203	1980	296	00 N 9			280.00CR

TOTAL TO DATE JOB COST SUMMARY APRIL 1981 PAGE 679

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	203	1980	298	00 N 9			280.00	
	203	1980	901	00 P 1	419.61	650.32	998.63	
	203	1980	905	00 P 1	479.78	1,518.68	1,518.68	
	203	1980	911	00 P 1		134.40	134.40	
	203	1980	913	00 P 1		18.15	18.15	
	203	1980	914	00 P 1		69.60	69.60	
	203	1980	920	00 P 1			13.40	
	203	1980	921	00 P 1	281.28	281.28	281.28	
	203	1980	922	00 P 1	3.75	3.75	3.75	
	203	1980	923	00 P 1		15.23	15.23	
			TOT	P1	1,184.42	2,691.41	3,053.12	
			** JOB TOTALS **		1,184.42 **	2,691.41 **	3,053.12	**
								STATE
SPTC RR X'ING-EVELYN ST	CONT NO		FA PROJ NOS RRS 731001 100					
	203	1986	905	00 P 1			51.68	
	203	1986	914	00 P 1		264.72	368.82	
			TOT	P1		264.72	420.50	
			** JOB TOTALS **		**	264.72 **	420.50	**
								STATE
LAKE OSWEGO RR XING	CONT NO		FA PROJ NOS RRP 473001 100					
	203	1993	296	00 N 9			2,340.00CR	
	203	1993	298	00 N 9			2,340.00	
	203	1993	901	00 P 1			2,431.18	
	203	1993	905	00 P 1			62.65	
	203	1993	910	00 P 1			165.47	
			TOT	P1			2,659.30	
			** JOB TOTALS **		**	**	2,659.30	**
								STATE
CO PVMNT MRKING PROJ #5	CONT NO		FA PROJ NOS PHS 005070 100					
	203	1996	296	00 N 9			60.86CR	
	203	1996	298	00 N 9			60.86	
	203	1996	905	00 P 1			60.86	
			TOT	P1			60.86	
			** JOB TOTALS **		**	**	60.86	**
								STATE
WEBSTER RD CURVE REALIGN	CONT NO		* FA PROJ NOS HHS0659001 100					
	203	1997	296	00 N 9			72.82CR	
	203	1997	298	00 N 9			72.82	

9313 3-25-81

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Summary
3	Plan & Profile

[illegible] Traffic to be in specifications

STATE O

DEPARTMENT OF

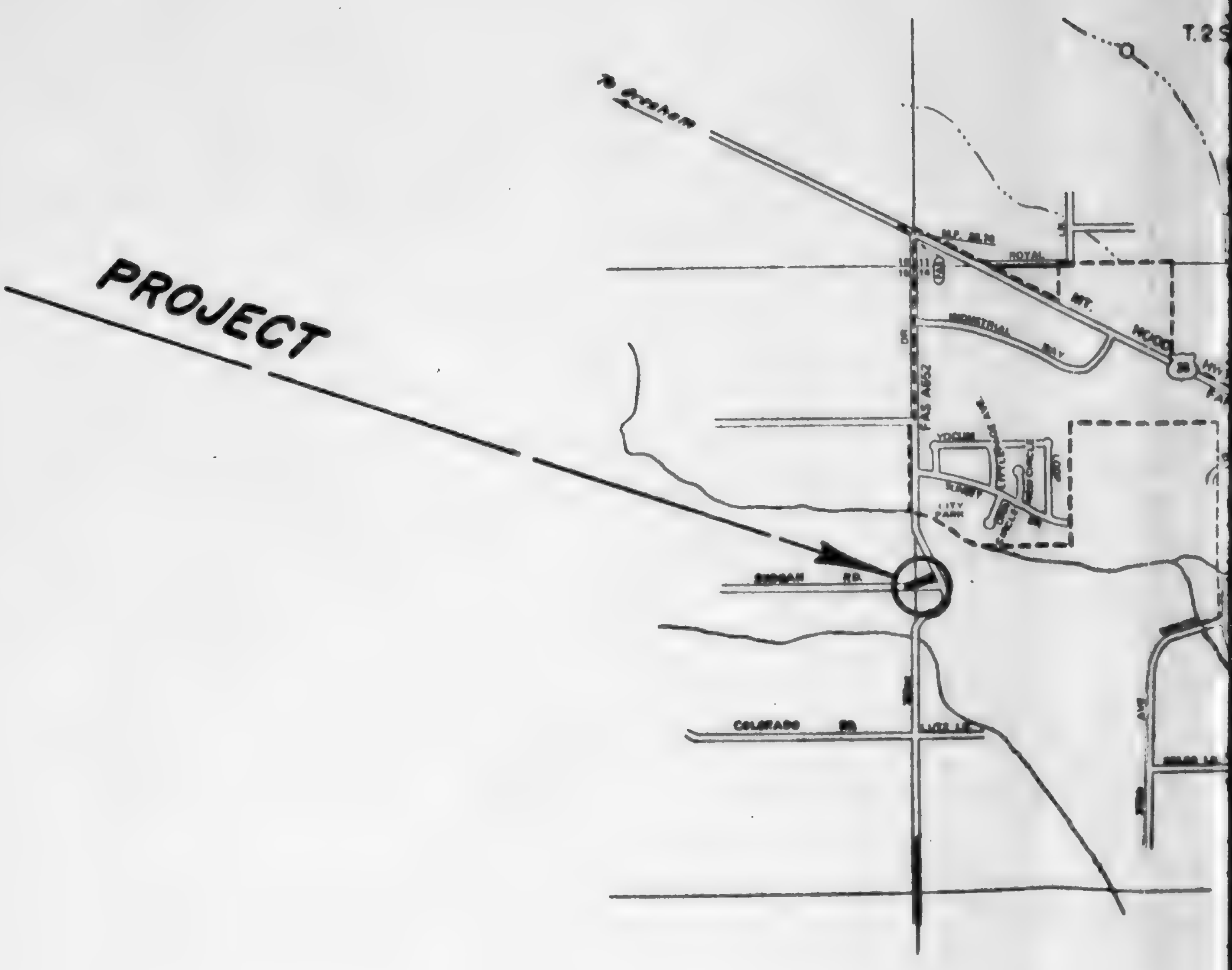
STATE HIGH

PLANS FOR PR

362 ND DRIVE AT

SKOGA

CLACKAM


To Gresham
T.2S
ROYAL
MT. HOOD HWY
INDUSTRIAL WAY
FAS A652
YOCUM
CITY PARK
PROJECT
SKOGAN RD.
COLORADO RD.

Sket

Scale 0

Length 1400'

362ND DRIVE AT SKOGAN RD. SEC. SKOGAN ROAD CLACKAMAS COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

PRELIMINARY COPY
MAR 11 1981
SUBJECT TO CHANGE
FINAL DESIGN UNIT

ATE OF OREGON

NT OF TRANSPORTATION

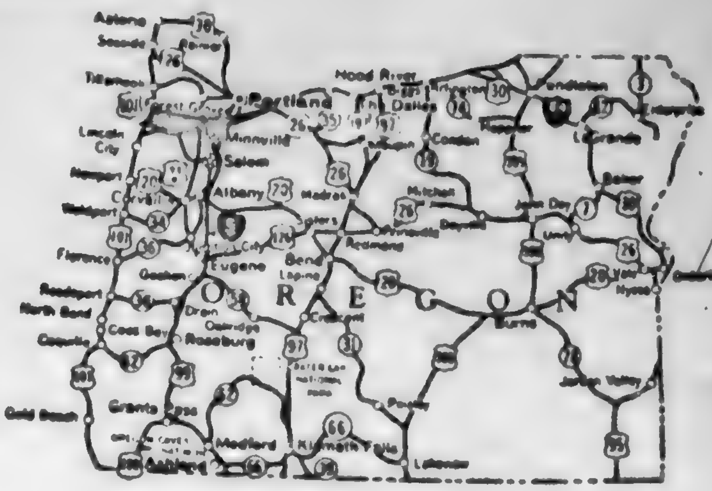
HIGHWAY DIVISION

ANS FOR PROPOSED PROJECT

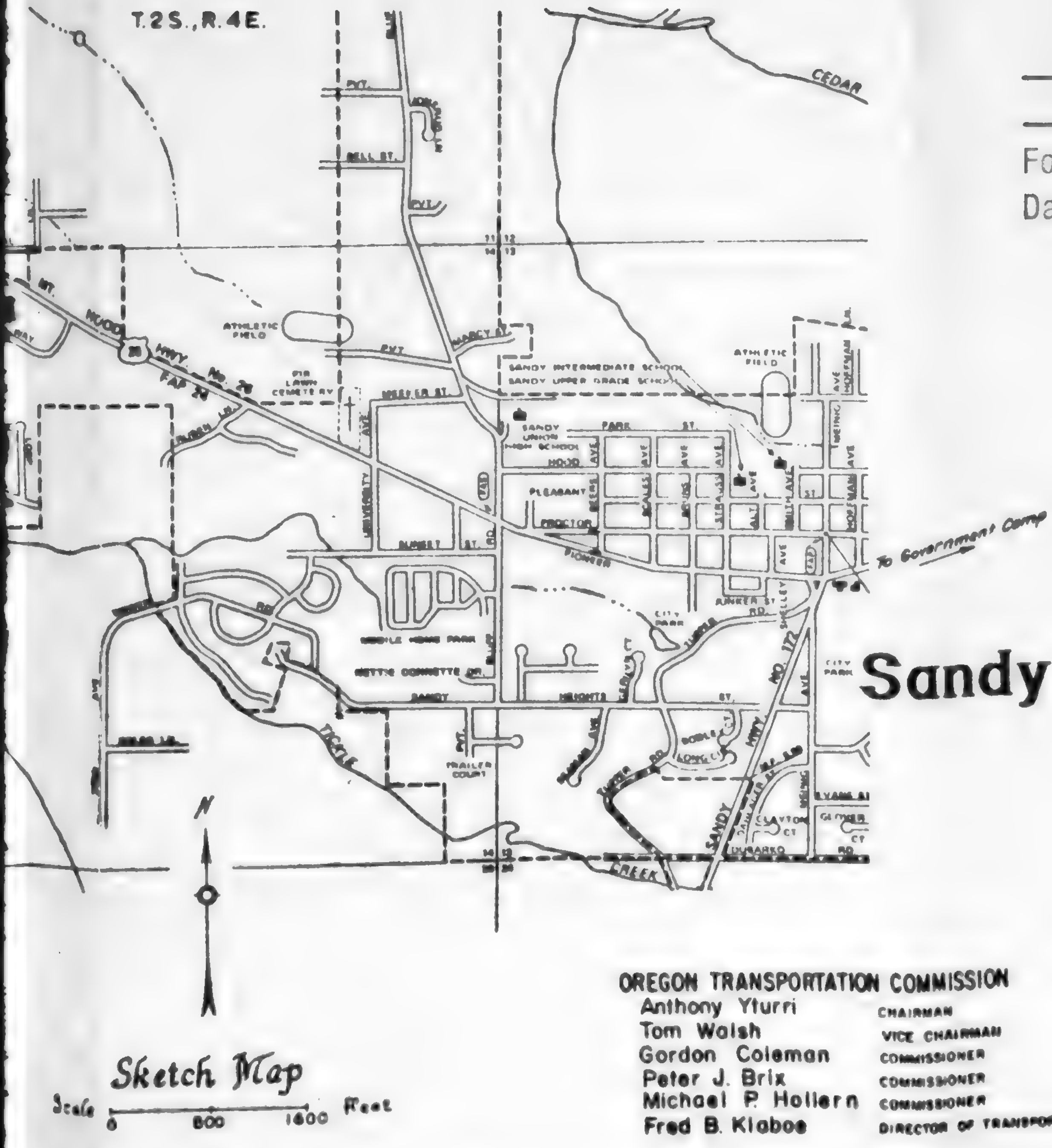
E AT SKOGAN RD. SEC.

SKOGAN ROAD

CLACKAMAS COUNTY



Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Pendleton
La Grande
Lincoln City
Newport
Salem
Albany
Corvallis
Madras
Condon
Baker
Florence
Eugene
Bend
Redmond
John Day
Vale
Ontario
Reedsport
North Bend
Coos Bay
Oakridge
Roseburg
Burns
Gold Beach
Grants Pass
Medford
Klamath Falls
Lakeview
Jordan Valley
O R E G O N



T.2S., R.4E.
CEDAR
MT. HOOD HWY. No. 26
FAP 34
ATHLETIC FIELD
BELL ST.
MEEKER ST.
SANDY INTERMEDIATE SCHOOL
SANDY UPPER GRADE SCHOOL
SANDY UNION HIGH SCHOOL
PARK ST.
HOOD
PLEASANT
PROCTOR
PIONEER
RUPERT ST.
UNIVERSITY AVE.
To Government Camp
CITY PARK
MOBILE HOME PARK
SANDY HEIGHTS ST.
TRAILER COURT
SANDY HWY. No. 172
TICKLE CREEK
CLAYTON CT.
DUBARKO RD.
Sandy
N
Scale 0 800 1600 Feet

Sketch Map

APPROVED AS NOTED

J. Straight

For CLACKAMAS COUNTY

Date 3/25/81

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. Coulter	STATE HIGHWAY ENGINEER
E. S. Hunter	ASSISTANT STATE HIGHWAY ENGINEE

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER DATE

7313

Clack

STATE OF OREGON
LOCATION SECTION

INTEROFFICE MEMO
LOC 19

TO: Lyle Watson
Acting Final Design Engineer

DATE: March ~~17~~ 24, 1981

FROM: Donald E. Shaffer
Bicycle Route Engineer
Don

SUBJECT: 362nd Drive at Skogan Road Section
Skogan Road
Clackamas County

Notwithstanding the typical section of 302nd Avenue at Skogan Road, please consider paving the shoulders of this project.

It would seem to me that the base rock could be 1"-0 and the leveling course could be eliminated, and the 30 feet of asphalt placed more easily than fooling around with three materials. The rock would not be thrown over the pavement every time someone wanders over the edge stripe.

Even if it is only a very small project, we should provide for bikes and pedestrians.

DES:ja

3-24-81
① Shldrs will be paved as requested. Addition can be funded.
✓ Copy to Loc. & Metro
DMS

[illegible]
229-[illegible]

REFERRED TO
Beard
/ Stoudenmeyer DMS
Cole
Mann
Eriksen
Watson
Hager
Dorn
Leu
[✓ Return] [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

2 Versteeg ✓
Anderson
1 Christensen R
Olson
Sullivan
Ter[illegible]
[illegible]
Wakerlig

RECEIVED
MAR 18 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring to
Action

② Ditches will be rock lined as requested by County also.
DMS

9313

Clack

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

December 29, 1980

In Reply Refer to File No.
203-1980

Mr. Bernard Straight
Clackamas County Traffic Engineer
902 Abernethy Road
Oregon City, OR 97045

Subject: 362nd Drive @ Skogan Road
Clackamas County

I requested by telephone on 10-27-80 the below listed items for the subject project. These items are needed by our final design unit to complete the PS & E documents.

1. Mylar print of detail map if available.
2. Plotted cross sections. Notes submitted do not fit alignment.
3. Disposal site plans and cross sections (Skogan and 362nd).

REFERRED TO
Beard ✓ B Staudenmeyer
Cole Mann
Eriksen / Watson LW
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Curtis H. Duval

Curtis H. Duval
Location Engineer

CHD:hw

cc: Lyle Watson

Versteeg
Anderson
I Christensen DC
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 30 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring up /
Action

9313

2

December 24, 1980

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 6859

Gentlemen:

Attached for your records is a fully executed copy of an agreement for improvements to the Skogan Road-362nd Drive Intersection.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

PRO 6

STATE OF OREGON INTEROFFICE MEMO

TO: ✓H. S. Coulter
State Highway Engineer

DATE: August 12, 1980

FROM: D. E. Swan D E Swan
Operation Programming Engineer

SUBJECT: Cancellation of SOS Project and
Transfer of Remaining Funds to other SOS Projects
Clackamas County
From: SOS 0300(7)
To: SOS 0300(8)

Clackamas County is requesting the cancellation of the Bonnie Lure Park over Eagle Creek on Doughty Road, Project No. SOS-0300(7), and a portion of funds are to be transferred to a project at the intersection of Skogan Road and 362nd Drive, Project No. SOS-0300(8). The remaining funds are to be used for other SOS projects. The Association of Oregon Counties has authorized this exchange. P.E. for Bonnie Lure Park was approved October 24, 1978 and construction on April 7, 1980. The P.E. for the project at Skogan Road and 362nd Drive was approved on October 24, 1978 and the construction on February 13, 1979. This will increase the Federal participation for the Skogan Road at 362nd project to $94,280.

Jurisdiction	Section	Total Funds	Federal Funds	Local Funds
Clackamas Co.	SOS-0300(7) Bonnie Lure Park Br. (CANCELLATION)	$228,000	$196,200	$31,800
Clackamas Co.	SOS-0300(8) Jct. Skogan Rd. at 362nd Drive (INCREASE AUTHORIZATION)	$107,100	$ 94,280	$12,820

The region and this office have considered this request for the exchange, and concur in the matter. I recommend your approval of this exchange and request your authorization under delegated authority.

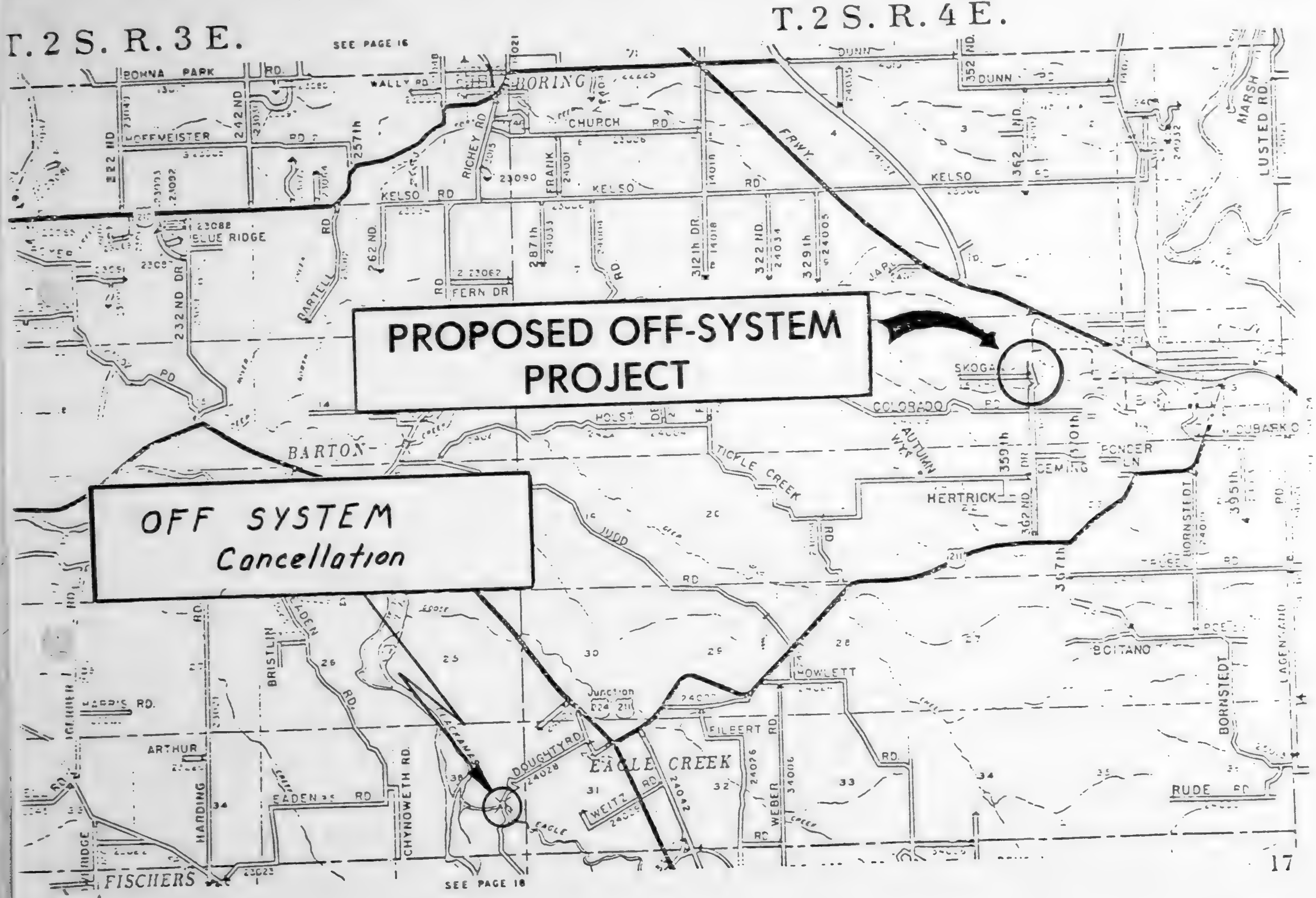
APPROVED BY:

H S Coulter
H. S. Coulter
State Highway Engineer

Date 8/13/80

HR:pf
Attachment

Contains Recycled Materials
81-125-1387


T. 2 S. R. 3 E.
T. 2 S. R. 4 E.
SEE PAGE 16
PROPOSED OFF-SYSTEM PROJECT
OFF SYSTEM Cancellation
BORING
BARTON
EAGLE CREEK
FRWY.
KELSO RD
CHURCH RD
RICHEY RD
BLUE RIDGE
232 ND DR
BARTELL RD
FERN DR
COLORADO RD
SKOGAN
HOLST DR
TICKLE CREEK
AUTUMN WAY
HERTRICK
JUDD RD
362 ND DR
CEMING
PONCER LN
BORNSTEDT
BOITANO
HOWLETT
FILBERT RD
WEBER RD
WEITZ RD
DOUGHTY RD
CLACKAMAS
Junction 224 211
CHYNOWETH RD.
EADEN RD
HARDING
ARTHUR
HARRIS RD.
BRISTLIN
FISCHERS
RIDGE
RUDE RD
LAGENSAND
LUSTED RD.
MARSH
CUBASKO
DUNN RD
352 ND.
SEE PAGE 18
17

Clackamas County

9313 11-1

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S - 0300 (8)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA, Oregon Division, Salem, Oregon

PROGRAM NO.

ITEM NO. 90087

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

11-19
orig

RECEIVED
STATE HWY ENGR
NOV 19 '80
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED 11-13-80

DATE AUTHORIZATION EFFECTIVE 11-13-80

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Skogan Road at 362nd Drive Intersection

GENERAL DESCRIPTION OF WORK:

Grade and pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-31-80, you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $95,000, Federal funds $81,425 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

DATE 11-13-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Admi-istrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-831-855

9313

11-3-0

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-0300(8)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA, Oregon Division, Salem, Oregon

PROGRAM NO.

ITEM NO. 90087

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 19 '80
REFER TO
FOR
Info Inves R/D [illegible] [illegible] [illegible] File

1149
orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-13-80

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
Skogan Road at 362nd Drive Intersection

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) See below
Program change
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-31-80, I approve the program change adding right of way acquisition and construction to the character of proposed work. Also, as requested, you are now authorized to proceed with all phases of right of way acquisition at a TEC of $10,000, Federal funds $8,575. Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

DATE 11-3-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-888

9313

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

October 31, 1980

94,280 T. Fed Funds

8,575
4,280
81,425
94,280

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90087
Project No. SOS-0300(8)
Skogan Rd., @ 362nd Drive Intersection
Clackamas County

I hereby request your approval of a program change on the subject project to include the right of way and construction phase in the character of proposed work as indicated on the enclosed Request for Program Change PR-9 forms.

I further request the following:

1) Authorization to proceed with the actual acquisition of right of way at an estimated total cost of $10,000 with an obligation of $8,575 in federal funds. The right of way to be acquired is as outlined in red on the enclosed sketch map and no relocation assistance is involved.

2) Authorization for construction at an estimated total cost of $95,000 with an obligation of $81,425 in federal funds.

CL:bke
Enc.

cc: H. Reynoldson
B. Gifford
203-1980

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 2
REPORT NUMBER (19) (20)
PROJECT LOCATION (45 typewriter spaces) 21: Co. Rd., 0.2 mi. S. of Sandy SCL 65
ADT 200**
FUTURE YEAR (66) --- (70) (71) (72)
REGION (74) (75)
STATE NAME

CARD 3
CHARACTER OF PROPOSED WORK (35 spaces) 28: P.E. R/W Acquisition, Gr. Pave 62
NATL. FOREST (63) (65)
FOR MISCELLANEOUS FUNDS ONLY
FH ROUTE NO (66) (68)
SUPV AGCY 69
DA CLASSIF. 70
DA AREA 71
EMERG. YR. 72 73
PL AUTH YR 74 75
PROJECT NUMBER
PREFIX LETTER(S) 14: SOS- 23
NUMBER-A 7: 0300

CARD 4
CLASS OF FEDERAL FUNDS [1]: Safer Off-System Roads
COUNTY NAME: Clackamas
NAME OF URBAN AREA 17-31: ----
F.A. SYSTEM: Non
RTE NO.: N
FEDERAL AID: Non
STATE (32): Co.

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	
1	(14-15)	16	41	42	43 - 46	88					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	90087	SOS-0300(8)	"Skogan Rd. @ 362nd Dr. Intersection Section"	0.068	5,000	4,280	720	Prel phas arat cal
										PROJECT TOTAL	0.068	5,000	4,280	720	
5					PE ROW CONST 6201		Safety RE-QUESTED REVISION	90087	SOS-0300(8)	"Skogan Rd. @ 362nd Dr. Intersection Section"	0.068 0.068 0.068	5,000 10,000 95,000 (16) (23)	4,280 8,575 81,425 (24) (33)	720 1,425 13,575	PE a prep salv righ H.T Uti
										PROJECT TOTAL	0.068	110,000	94,280	15,720	

CARD 1: A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐
1 COLUMN 14 → CODE 11
PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE: To add the right-of-way and construction phase.

**ADT 520 on 362nd Dr.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: 10-13-78

OTHER: 1-17-79

PROGRAM REVISION REQUESTED
DATE: 10-31-80
SIGNATURE:
STATE HIGHWAY ENGINEER
OPERATION PROGRAMMING ENGINEER

RECOMMENDED
DATE:
SIGNATURE:
TITLE:

DATE:
SIGNATURE:
TITLE:

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes or funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

ECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
o. Rd., 0.2 mi. S. of Sandy SCL		200**	---				41	680	90087

FOR MISCELLANEOUS FUNDS ONLY

ORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER-AGR. NO.	I PROJECTS ONLY POST MI. MI.	DESIG.
ion, Gr. Pave								SOS-	0300 (8)		

Safer Off-System Roads

COUNTY NAME: Clackamas
CODE: 005

F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Non	N	Non	Co. Rd.	---

STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
	ITEM AS NOW PRO-GRAMED	90087	SOS-0300(8)	"Skogan Rd. @ 362nd Dr. Intersection Section"	0.068	5,000	4,280	720	Preliminary engineering all phases incl. utility preparatory work & archeological salvage.
				PROJECT TOTAL	0.068	5,000	4,280	720	
	Safety RE-QUESTED REVISION	90087	SOS-0300(8)	"Skogan Rd. @ 362nd Dr. Intersection Section"	0.068 0.068 0.068	5,000 10,000 95,000	4,280 8,575 81,425	720 1,425 13,575	PE all phases incl. utility prep. work & archeological salvage, acquisition of right-of-way, & Gr., Dr., & H.T. Pave. adjustment of Utilities.
				PROJECT TOTAL	0.068	110,000	94,280	15,720	

n submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

or more projects. Prepare a form PR-1 for all
n such action.

REASON FOR CHANGE: To add the right-of-way and construction phase.

**ADT 520 on 362nd Dr.

-over-

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE 10-31-80	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
STATE HIGHWAY ENGINEER OPERATION PROGRAMMING ENGINEER	TITLE	TITLE

class of project to another, or covers joint financing, show both classes or funds involved.

RE OBSOLETE AFTER 7-1-61

USCOMM-DC 48803-P61

Skogan Rd. @ 362nd Dr. Intersection Section
Project No. SOS-0300(8)

Remarks continued: Revise the project data to include the acquisition of right-of-way and construction as follows:

a) Acquisition of right-of-way all phases.
b) Construction consisting of grade, drain, and high-type pave to realign the angle of the intersection of Skogan Road and improve the sight distance. Adjustment of utilities as required.

NOTE: No relocation assistance is involved.

9313

MA PDM PDE FFM SPC
ODOT - METRO

SEP 29 1980

BM PAR PPC FILE T/A

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development Services Administrator

September ~~25,~~ 30 1980

Mr. R. N. Bothman
Department of Transportation
Metropolitan Branch
5821 N. E. Glisan
Portland, Oregon 97213

ATTN: Mr. Jon Rose

In anticipation of project funding, Clackamas County forwarded to ODOT our preliminary plans of the Skogan Road at S. E. 362nd Avenue intersection improvement with the request the project be prepared for contract. The Association of Oregon Counties has approved the transfer of the Safer Off-System funds to be applied to the Skogan Road improvement. The next phase in the project's progress is then acquisition of the needed right-of-way.

It is requested that $10,000 of the available Off-System funds be programmed for right-of-way acquisition and authorization be granted Clackamas County to conduct the right-of-way proceedings. It is estimated 0.5 acres of additional right-of-way is needed effecting two parcels under separate ownership. These two parcels are unimproved properties; however, there is standing timber of possible value. Legal descriptions defining the necessary right-of-way have been prepared and were included in the information submitted with the preliminary plans.

It is understood that a right-of-way Service Agreement is not needed and we are anticipating authority to begin the right-of-way phase in sufficient time as not to delay the project.

Bernard L. Straight
BERNARD L. STRAIGHT - Traffic Eng
Operations Division

/rn

From Metro Jon Rose
Date 9/30/80
To Buz Swan
[✓ Program Mgmt.] Traffic Region 1
Comments: Clackamas County believes that this R/W can be purchased without exceeding the ammount of SOSR money set up for this project.
Jon Rose

cc Jef Kaiser

9313

9-3-8

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Project (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAS-C PROJECTS					
Blind Slough (Barendse Road) Bridge, FAS-A736 Bridge Repair Clatsop County	$ 42,000	$ 36,960	$ 2,520	$ 2,520	8-26-80
Willow Creek (Twin, Goldon Eagle Mine, Bronson and Brogan Canyon) Bridges, Malheur Co. (Ironside Road District No. 5)	446,300	392,740	26,780	26,780	8-29-80
FAI-X PROJECT					
Arterial Street Overlay Program No. 2 Portland	1,450,000	1,232,500	130,500	87,000	8-14-80
SOS PROJECTS					
Bonnie Lure Park Br. SOS-0300(7) Clackamas Co.		CANCELLATION			8-13-80
Jct. Skogan Rd. at 362nd Drive SOS-0300(8) Clackamas Co.		(INCREASE AUTHORIZATION)			8-13-80

September 3, 1980

H. S. Coulter
State Highway Engineer

9313

ASSOCIATION OF OREGON COUNTIES

PRESIDENT • RLE C. MISENER — UNION COUNTY
FIRST VICE PRES. • AN SKOKO — CLACKAMAS COUNTY
SECOND VICE PRES. • DENNIS L. FULLER — BAKER COUNTY
TREASURER • F. E. KNIGHT — TILLAMOOK COUNTY

LOCAL GOVERNMENT CENTER
1201 COURT STREET N.E.
P.O BOX 12729
SALEM, OREGON 97309
(503) 585-8351

P. JERRY ORRICK, EXECUTIVE DIRECTOR

August 7, 1980

Don N. Harwell
County/City Coordinator
Department of Transportation
207 Transportation Building
Salem, OR 97310

Dear Don:

This is to advise you that the AOC Transportation and Parks Committee has reviewed the Clackamas County request to transfer their Safer Off-System funds from the Bonnie Lure Bridge replacement project to the Scoggins Road at 362nd Avenue project.

The committee has approved the requested transfer with the understanding that project costs are estimated to be $90,000 which will allow $110,000 to revert back to the SOS fund for expenditure.

Sincerely,

Bill Penhollow

Bill Penhollow
Senior Executive Assistant

lp

cc: John McIntyre

FILE: T+P Comm.
SOS Program

3-25-80

JO		☐ACTION	☐INFO
BP	X	☐FILE:	
GF			
RL			
LG		NOTE:	
LP			
KC			

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development Services Administrator

March 24, 1980

Bill Penhollow
Executive Assistant
Association of Oregon Counties
P. O. Box 12729
Salem, Oregon 97309

Reference is made to our earlier meeting and discussion concerning the transfer of the Safer Off-System funds from the Sleepy Hollow Bridge to the Bonnie Lure Bridge replacement project.

Clackamas County has requested the Oregon Department of Transportation to transfer these SOSR funds. John Rose, ODOT Federal Aid Engineer, has advised that the State has no objection to the transfer; however, the State's City-County section has the concern that this transfer may not be within the guidelines set forth by Paragraph 6, Section B of the current State, A.O.C., L.O.C. policy agreement.

We have been asked to clear this concern through the A.O.C. Technical Advisory Committee prior to State's presentation to FHWA for final approval of the transfer of funds.

I hope to be meeting with you later in the week and at that time I will be happy to answer any questions you may have.

Bernard L Straight

BERNARD L. STRAIGHT - Traffic Engineer
Operations Division

/rn

Clackamas County request approved by concensus of the members of the Transportation Technical Advisory Committee of the AOC Transportation and Parks Committee on February 29 and March 28, 1980. Counties represented at the meetings included: Benton, Clackamas, Clatsop, Coos, Harney, Hood River, Jackson, Jefferson, Klamath, Lane, Linn, Marion, Morrow, Multnomah, Polk, and Wasco.

April 1, 1980

Bill Penhollow

9313

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development
Services
Administrator

July 14, 1980

Curtis Duvall
Location Engineer
Oregon Department of Transportation
5821 N. E. Glisan
Portland, Oregon 97213

Reference is made to your July 11, 1980 telephone call regarding the Skogan Road at S. E. 362nd Avenue project.

The 15% grade designed for the realigned section of Skogan Road was determined following our consideration of three driveways which must enter onto the realigned roadway. A lesser grade on Skogan Road would result in unacceptably steep grades in two of the these driveways. For this reason a variance from the AASHTO standards is requested allowing the 15% grade on Skogan Road as proposed.

If you have any questions or we can be of further assistance, please feel free to call.

Bernard L. Straight

BERNARD L. STRAIGHT - Traffic Engineer
Operations Divison

/rn

7313

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 5, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Program Change
Item No. 90087
Project No. SOS-0300(8)
Skogan Rd. @ 362nd Dr.
Intersection Section
Clackamas County

We hereby request your approval of a program change on the subject project to include the right-of-way and construction phase in the character of proposed work as indicated on the enclosed Request for Program Change PR-9 Forms.

We further request the following:

1) Authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $10,000 with an obligation of $8,575 in federal funds. No relocation is involved.

2) Authorization for construction at an estimated total cost of $36,200 with an obligation of $31,045 in federal funds.

CL:dmc
Enc.
cc: H. Reynoldson
B. Gifford
203-1980

Budget Bureau No. 41-R2068; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME
2		Co. Rd., 0.2 mi. S. of Sandy SCL	ADT	200**	-		10	Oregon

FOR MISCELLANEOUS FUNDS ONLY

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER-AGR. N 7
3	P.E. R/W Acquisition, Gr. Pave								SOS-	0300

CARD		
4	CLASS OF FEDERAL FUNDS [1] Safer Off-System Roads	COUNTY NAME Clackamas

NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)
--	Non	N	Non	Co. R

CARD 5	LINE NO. (14-15)	CHNG CODE 16	PROJECT COUNT 41	WORK CL. 42	WORK TYPE 43-46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	PROJECT COST FEDERAL FUNDS (67) (75)	PROJECT COST Co. FUNDS	
5					PE ROW CONST		ITEM AS NOW PROGRAMED	90087	SOS-0300(8)	"Skogan Rd. @ 362nd Dr. Intersection Section"	0.068	5,000	4,280	720	Prelimin phases aratory cal salv
										PROJECT TOTAL	0.068	5,000	4,280	720	
5					PE ROW CONST 6201		Safety REQUESTED REVISION	90087	SOS-0300(8)	"Skogan Rd. @ 362nd Dr. Intersection Section"	0.068 0.068 0.068	5,000 10,000 36,200	4,280 8,575 31,045	720 1,425 5,155	PE all prep. w salvage right-o H.T. Pa Utilitie
										PROJECT TOTAL	0.068	(16) (23) 51,200	(24) (33) 43,900	7,300	

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — COLUMN 14 → CODE 11

PROJECT WITHDRAWN YES ☐ — CODE 2

REASON FOR CHANGE: To add the right-of-way and construction phase.

** ADT 1520 on 362nd Dr.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: 10-13-78

OTHER: 1-17-79

PROGRAM REVISION REQUESTED	RECOMMENDED	APPRO
DATE March 5, 1979	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Federal Aid Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

FORM PR-9
(REV. 4-61)

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CT LOCATION (45 typewriter spaces) Rd., 0.2 mi. S. of Sandy SCL	ADT	200**	FUTURE -	YEAR	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN. CODE 678	ITEM NO. 90087

ORK (35 spaces) on, Gr. Pave	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER PREFIX LETTER(S) SOS-	NUMBER-AGR. NO. 0300 (8)	I PROJECTS ONLY POST MI.	DESIG.

Roads

COUNTY NAME Clackamas — CODE 005

F.A. SYSTEM Non — RTE NO. N — FEDERAL AID Non — STATE Co. Rd. — U.S. --

STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	Co. FUNDS	CHARACTER OF PROPOSED WORK
83	ITEM AS NOW PRO-GRAMED	90087	SOS-0300(8)	"Skogan Rd. @ 362nd Dr. Intersection Section"	0.068	5,000	4,280	720	Preliminary engineering all phases incl. utility preparatory work & archeological salvage.
				PROJECT TOTAL	0.068	5,000	4,280	720	
	Safety RE-QUESTED REVISION	90087	SOS-0300(8)	"Skogan Rd. @ 362nd Dr. Intersection Section"	0.068 0.068 0.068	5,000 10,000 36,200	4,280 8,575 31,045	720 1,425 5,155	PE all phases incl. utility prep. work & archeological salvage, acquisition of right-of-way, & Gr., Dr., & H.T. Pave. adjustment of Utilities
				PROJECT TOTAL	0.068	51,200	43,900	7,300	

submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE: To add the right-of-way and construction phase.

** ADT 1520 on 362nd Dr.

- over -

r more projects. Prepare a form PR-1 for all such action.

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE March 5, 1979	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Federal Aid Engineer	TITLE	TITLE

ass of project to another, or covers joint financing, show both classes of funds involved.

OBSOLETE AFTER 7-1-61

Skogan Rd. @ 362nd Dr. Intersection Section
Project No. SOS-0300(8)

Remarks continued: Revise the project data to include the acquisition of right-of-way and construction as follows:

Acquisition of right-of-way all phases.
Construction consisting of grade, drain, and high-type pave to realign the angle of the intersection of Skogan Road and improve the sight distance. Adjustment of utilities as required.

NOTE: No relocation assistance is involved.

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND AUTHORIZATION

9313 1-17-79

FEDERAL AID PROJECT NO. SOS-0300(8)

STATE PR NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

ROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90087

TO:

Mr. F. B. Klaboe, Director
Department of Transportation
State of Oregon
Salem, Oregon

Copies to
Gifford
Location
Trout
M. Kletz
J. Rose
H. Reynoldson

ATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 1-17-79	FEDERAL ROUTE NUMBER	Non Federal-aid
		STATE ROUTE NUMBER	County Road

ENERAL LOCATION:

Skogan Rd. at 362nd Drive Intersection

NERAL DESCRIPTION OF WORK:

Preliminary Engineering

U ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage and utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

EMARKS

As requested in Mr. Swan's 1-11-79 letter, you are now authorized to proceed with the above work at a TEC of $5,000 with Federal participation limited to $4,280.

No [illegible] field survey

ATE 1-17-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administration

M PR-1240
/. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9313

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 11, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90087
Project No. SOS-0300(8)
Skogan Rd. @ 362nd Dr. Intersection Sec.
Clackamas County

Attached support data consists of PR-1 forms and project maps.

We request authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage at an estimated total cost of $5,000 with an obligation of $4,280 in Federal funds.

JLG:tmw

Attachments

cc: R. N. Bothman, (Metro)
Max Klotz, (Metro)
Jon Rose, (Metro)
E. L. Hardt, (Region 2)
H. Reynoldson, w/att.

Budget Bureau No. 41-R206

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

1-11-79

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21–65		ADT PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME
CARD 2		Co. Rd., 0.2 mi. S. of Sandy SCL	ADT	200**	---		10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14–23	PROJECT NUMBER NUMBER 7
CARD 3	Preliminary Engineering								SOS-	0300

CARD						
CARD 4	CLASS OF FEDERAL FUNDS: Safer Off-System Roads	COUNTY NAME: Clackamas				
	NAME OF URBAN AREA 17-31: ---	ROUTE NO.	FEDERAL-AID: Non (32)	STATE: Co. Rd.* (36)	U.S. (37): ---	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	CLASS 42	WORK TYPE 43–46	WORK STEP 53	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS 85.77% (67)(76)	STATE FUNDS	OTHER FUNDS County
1												
5					**PE**			0.068	5,000	4,280	---	720
5					**ROW**				(10,000)			
5					**CONST** (CODE)		"Skogan Rd. @ 362nd Dr. Intersection Sec."		(35,000)			

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST (16)(23)	FEDERAL FUNDS (24)(33)	STATE FUNDS	OTHER FUNDS
CARD 1	1	JLG	PROJECT TOTALS	0.068	5,000	4,280	---	720
1	14	PROGRAM APPROVAL DATES 10-13-78						

REMARKS

*Skogan Rd.
**ADT 1520 on 362nd Dr.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

1-11-79

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. Rd., 0.2 mi. S. of Sandy SCL		200**	---		10	Oregon	41	680	90087

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
gineering								SOS-	0300	(8)		

Safer Off-System Roads

COUNTY NAME	Clackamas	CODE 005
ROUTE NO.	FEDERAL-AID: Non	STATE: Co. Rd.*	U.S.: ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85.77%	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
E			0.068	5,000	4,280	---	720	Util. prep. work & archeological salvage.
OW				(10,000)				
ONST (CODE)		"Skogan Rd. @ 362nd Dr. Intersection Sec."		(35,000)				ROW-50' normal; Access Control-none; Parking Restrictions-none.
JLG		PROJECT TOTALS	0.068	5,000	4,280	---	720	

ROVAL DATES

10-13-78

REMARKS

*Skogan Rd.
**ADT 1520 on 362nd Dr.

-over-

USCOMM DUSCOMM-DC 48905-P61

362nd DR. @ SKOGAN RD. INTERSECTION SEC.
PROJECT NO. SOS-0300(8)

Existing Facility: "T" type intersection with stop condition on Skogan Rd.

Skogan Rd. --- 17-foot two lane gravel surfaced dead end roadway.

362nd Dr. --- 30-foot two lane bit. surf. with three-foot shoulders.

Adjacent Sections: Roadway same as existing facility.

Project Data: The work consists of all phases of preliminary engineering including utility preparatory work and archeological salvage for future improvement of the angle of intersection and improved sight distance at this junction by realignment of Skogan Road adjacent to intersection.

County to conduct engineering with review by state.

Right-of-Way: Additional required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 6, 1978.

FHPM 4-1-4 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review approval letters dated December 27, 1978 and December 29, 1978 respectively.

FHPM 7-7-5 Requirements: In accordance with Oregon Action Plan, Federal Regulations and Statutes.

Note: 1) This project is in Congressional District No. 2.

2) Included in FY '79 AP in table of "Projected Federal Fund Obligations and Balances".

1313

January 3, 1979

Clackamas County
Public Works Dept.
902 Abernathy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 6259

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the intersection of Skogan Road and 362nd Drive in Clackamas County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

9313

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT, HWY DIV

PROJECT TITLE: 362nd Drive at Skogan Road

DATE: December 27,1978

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
DEC29'78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~[illegible]~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

12-29-78 copies sent to:
G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Paul Burket, Aeronautics
R. N. Bothman, Metro
H. E. Woodward, Dist. 2C
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7811 2 [illegible]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

N GIFFORD
11-30-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7811 2 830 Due Date: DEC 22 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(✓) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

CLACKAMAS CO. ROAD - OFF SYSTEM SKOGAN ROAD

REMARKS (Please type or print legibly)

NO RECORDED SITES IN PROJECT AREA

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By David E Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

[illegible] Division
Dept. of Environmental Quality
RECEIVED
[illegible] 1978

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 78[illegible] 2 Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

(✓) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency DEQ By Howard W. Harris

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7811 2 830 Due Date: DEC 22 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency Fish & Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 12/11/78

9313

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: December 6, 1978

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project SOS-0300(-)
Project Assessment
362nd Drive at Skogan Road
County Road
Clackamas County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter
Manager, Environmental Section, ODOT
Salem, Oregon

The subject project assessment submitted with your November 20, 1978, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

P. V. Riede
G. L. Green
for

cc:
ODOT (Moehring, Proj. Mgt.)
OSHD (Reg. 1, Env.)

Environmental Section
December 7, 1978

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
R. N. Bothman
Ed Hardt
Jef Kaiser
Harry Woodward
Gerald Wimer
B. L. Gifford (2)

EGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

505-0300(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 20, 1978
Section 362nd Drive at Skogan Road
Unit (if appl)
County Clackamas
City
Highway County Road
State Hwy. No.
Termini: M.P.(if appl)
Length 360 ft. ±
Region 1
Construction Estimate 45,000.000
Program Amount

B. Purpose of Project:

To eliminate the potential danger at the project intersection, to vehicles making turning movements onto or from Skogan Road

C. Origin & History of Project:

Skogan Road is a dead-end gravel-surfaced road serving 16 homesites. Residents living on Skogan Road are forced to enter and exit 362nd Drive at a point where a horizontal and vertical curve combine to severely limit sight distance.

D. General Description of Project:

The project involves the relocation to the north of the existing intersection and the re-design of Skogan Road. This then allowing a better sight distance and reducing potential hazard to turning vehicles. The existing intersection would then be closed.

Alignment: New ______ Existing ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking No
Proposed: No. Lanes 2 ; Med. No ; Shldrs. 5' ; Parking No

Traffic: Existing Facility: Existing ADT 200 on Skogan Road
1520 on 362nd Drive
Projected ADT ______ ; Yr. ______
Existing Level of Service ______

Proposed Facility: Projected ADT ______ ; Yr. ______
Projected Level of Service ______

EGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

S0S-0300(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 20, 1978
Unit (if appl)
Section 362nd Drive at Skogan Road
City
County Clackamas
State Hwy. No.
Highway County Road
Length 360 ft. ±
Termini: M.P.(if appl)
Construction Estimate 45,000.000
Program Amount
Region 1

B. Purpose of Project:

To eliminate the potential danger at the project intersection, to vehicles making turning movements onto or from Skogan Road

---

C. Origin & History of Project:

Skogan Road is a dead-end gravel-surfaced road serving 16 homesites. Residents living on Skogan Road are forced to enter and exit 362nd Drive at a point where a horizontal and vertical curve combine to severely limit sight distance.

D. General Description of Project:

The project involves the relocation to the north of the existing intersection and the re-design of Skogan Road. This then allowing a better sight distance and reducing potential hazard to turning vehicles. The existing intersection would then be closed.

Alignment: New ______ Existing ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking No
Proposed: No. Lanes 2 ; Med. No ; Shldrs. 5' ; Parking No

Traffic: Existing Facility: Existing ADT 200 on Skogan Road
1520 on 362nd Drive Projected ADT ______ ; Yr. ______
Existing Level of Service ______

Proposed Facility: Projected ADT ______ ; Yr. ______
Projected Level of Service ______

Right of Way: Additional anticipated Yes if yes, give approx. No. Parcels 2
Yes, no

Acres 1.75 ; Type of Relocation Req. ________________; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials are available from local sources. Waste disposal will be at sites approved by Clackamas County Department of Environmental Services.

Type of Structure(s): N/A

Brief Description of River or Stream and Type of Involvement, if any: N/A

Local City, County or COG priorities of project:

Clackamas County places the Skogan Road Intersection Relocation at a number one priority for Group III "small safety improvement projects" with a $50,000 limit.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

Points where the proposed new section would intersect Skogan Road and 362nd Drive, and the precise alignment, will depend upon survey. It would be highly desirable to exit onto 362nd midway in the straight section for maximum sight distance.

Other Descriptive Information or Comments:

Since there will be a need to dispose of excavated material, it is recommended that this be used to fill in the vacated portion of Skogan Road to the existing natural contour. The old right-of-way should then be replanted with native species. If possible, top soil removed from the new right-of-way should be used in this fill. This would roughly replace the lost forest area and habitat.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project site is covered with douglas fir, big leaf maple and western red cedar. The shadowing by this timber and nearby Tickel Creek keep the area cooler in the summer and often frosty during the winter season. The topography is steep and hilly with Skogan Road following a ridge between two stream drainages. Generally, adjoining land is in pasture or in timber patches. Soils are of a red silty clay nature.

2. Cultural: North and East of the project site approximately 1/4 mile is the City of Sandy. That west edge of Sandy has been approved for industrial development. That development will have a direct impact on the traffic volume on 362nd Dr. Scattered single family residences border Skogan Road and 362nd Dr. Land use is agricultural outside Sandy city limits. This area is served by General Telephone and Portland General Electric. Road drainage is carried by open ditch to enter nearby stream.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Right-of-way will not require the acquisition of residences. Upwards of several dozen firs and cedars would be removed from the right-of-way, plus stumps, forest-type humus and top soil.

2. Estimated Impact on Traffic Patterns:

Detouring or flagmen during construction.

Consequences--Air Quality, Noise, Safety, etc.:

No change, land use is covered under Clackamas County Comprehensive Land Use Plan.

3. Estimated Impact on Land Use:

Conversion of second growth forest to roadway and roadside cuts.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Right-of-way needs may be overestimated. About 6/10 of an acre of woodland habitat would be permanently lost.

Consequences:

Permanent loss of bird, small mammal, and invertebrate habitat would occur, but roadside "edge" habitat 700-800' in length would be created.

5. Expected Impact on Cultural and Scenic Resources:

The suggested improvement would largely eliminate the existing hazardous intersection and add to the pleasantness of the woodland existence enjoyed by Skogan Rd. residences.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Air quality will not be significantly affected.

b. Noise Standards

Noise will not have a significant increase. A noise study will be required.

c. Water Quality Standards

Water quality will not be affected.

d. Area Land Use and Transportation Plans, and Zoning

No anticipated effects.

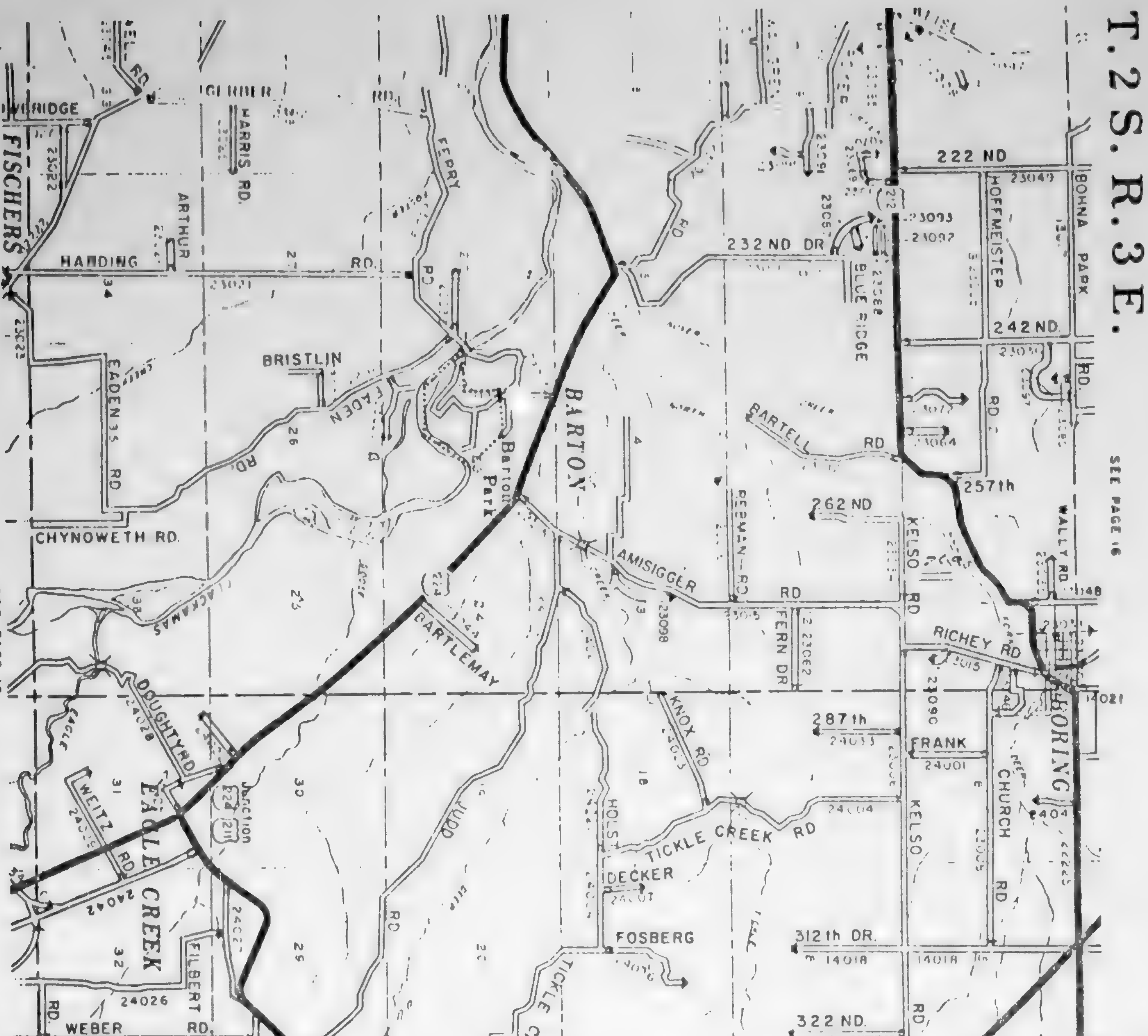
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

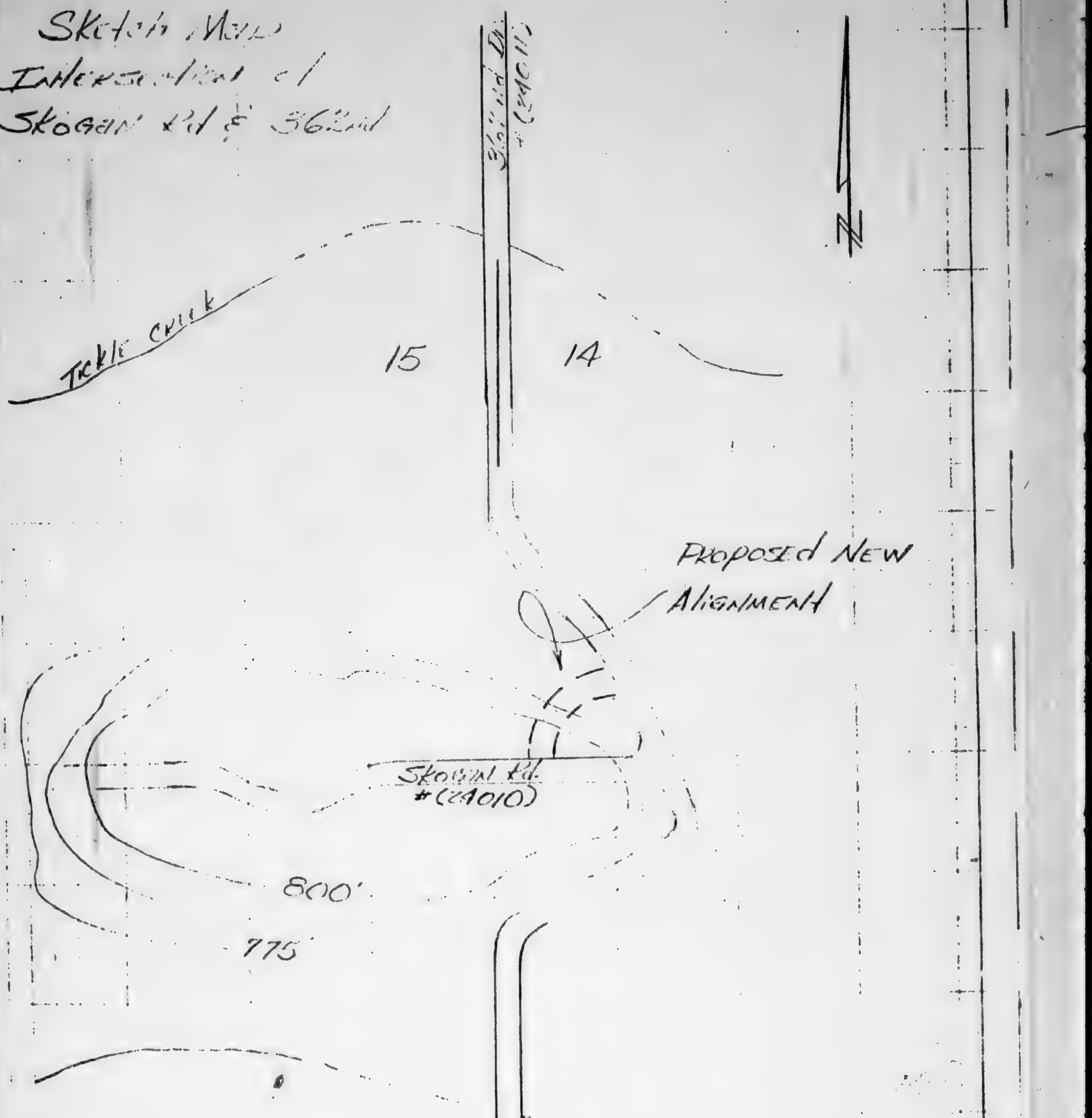
Basis for Type of Action and Documentation:
If the recommendations in this assessment are followed, it is recommended that this project be categorized Assessment Only.

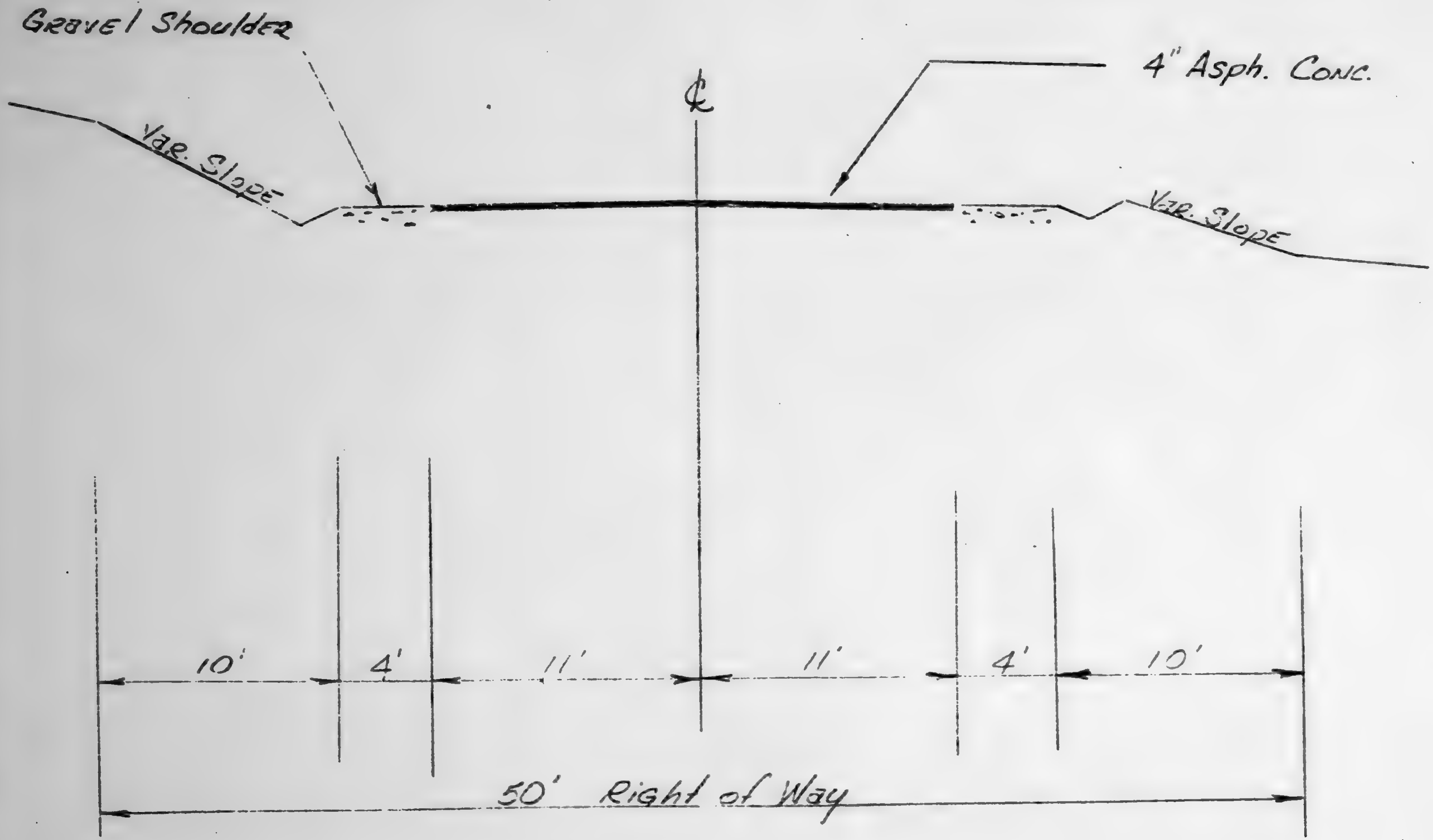
TSL

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4

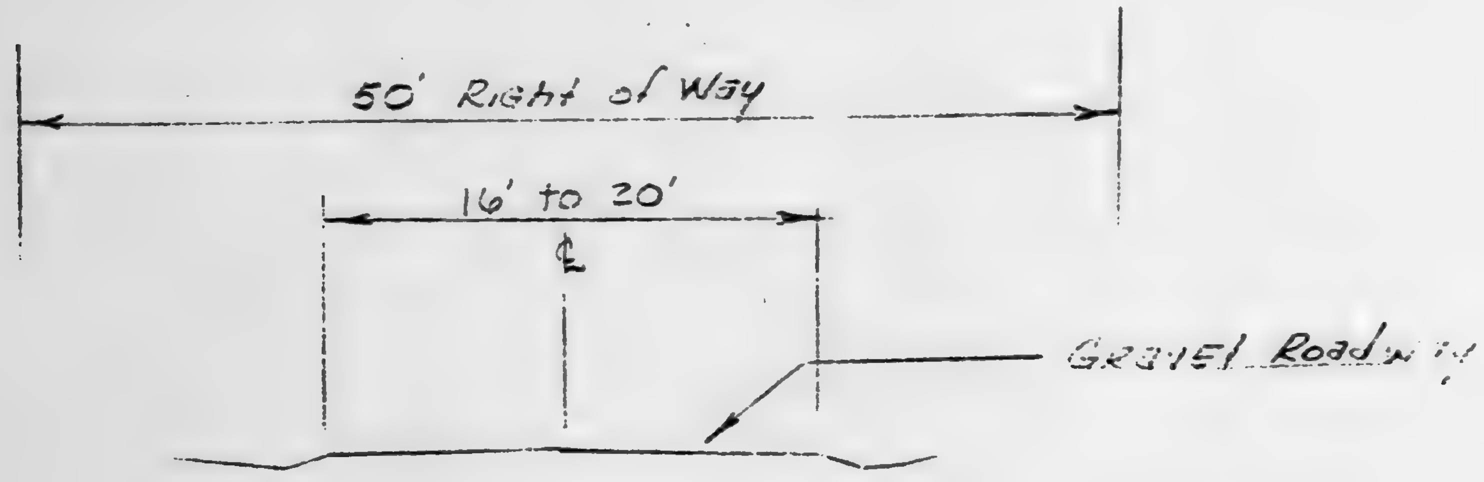

T.2S.R.3E.
T.2S.R.4E.
SEE PAGE 16
SEE PAGE 18
FISCHERS
HARDING
ARTHUR
HARRIS RD.
GERBER
BRISTLIN
EADEN RD
CHYNOWETH RD.
CLACKAMAS
DOUGHTY RD
WEITZ
EAGLE CREEK
Junction 224 211
FILBERT
WEBER RD.
HOWLETT
RD.
BARTON
Barton Park
BARTLEMAY
JUDD RD
TICKLE CREEK RD
DECKER
FOSBERG
HERTRICK
AUTUMN WAY
COLORADO RD
SKOGAN
359th
362 ND DR
367th
370th
PONDER LN
BOITANO
BORNSTEDT
RUDE RD
395th
LAGENSAND RD.
AMISIGGER RD
FERN DR
KNOX RD
HOLST
BARTELL RD
262 ND
287th
FRANK
KELSO RD
CHURCH
RICHEY RD
BORING
222 ND
232 ND DR
242 ND
257th
BLUE RIDGE
HOFFMEISTER
BOHNA PARK
WALLY RD
312th DR.
322 ND.
329th
329th PL.
FRWY
DUNN
352 ND.
362 ND.
MARSH
LUSTED RD.
JARL
FERRY RD

Sketch Map
Intersection of
Skogan Rd & 362nd


362nd Dr.
#(24011)
N
Tickle Creek
15
14
Proposed New Alignment
Skogan Rd.
#(24010)
800'
775


Gravel Shoulder
4" Asph. Conc.
℄
Var. Slope
Var. Slope
10'
4'
11'
11'
4'
10'
50' Right of Way

PROPOSED TYPICAL SECTION
SKOGAN ROAD


50' Right of Way
16' to 20'
℄
Gravel Roadway

EXISTING TYPICAL SECTION

SKOGAN ROAD

.9313

(#2)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 30, 1978

TO: Executive Department
Federal Aid Coordination Unit

Columbia Region Association of Governments
527 S.W. Hall Street
University Center Bldg.
Portland, Oregon 97201

D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: 362nd Drive at Skogan Road (Clackamas Co.)
Highway: Clackamas Co. Road, Off-System
County: Clackamas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 30, 1978.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1 E. L. Hardt
District 2 H. E. Woodward
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
NOV 3 '78
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 — 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 — 12] APPLICANT ADDRESS STREET [45: O'DOT Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 — 12] CONTACT PERSON [45: D. H. Moehring | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 — 12] PROJECT TITLE [71: 362nd Drive at Skogan Road (Clackamas Co.)

11 — 12] PROJECT LOCATION—CITY: Clackamas Co. Road Off-System | PROJECT LOCATION—COUNTY: Clackamas | PROJECT LOCATION [79 SEC: T: R:

05 — SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] To eliminate the potential danger at the project intersection, to vehicles making [71

07 12] turning movements onto or from Skogan Road. [71

08 12] The project involves the relocation to the North of the existing intersection and [71

09 12] the re-design of Skogan Road. This then allowing a better sight distance and reducing potential hazard to turning vehicles. The existing intersection would [71

10 12] then be closed. [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
38,700	- - -	- - -	6,300	- - -	45,000

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 — 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 — 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 — **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 11-30-78

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: December | 43] DAY [44: 30 | 45] YEAR [46: 1978

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 11-30-78

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

505-0300(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 20, 1978

Section 362nd Drive at Skogan Road

Unit (if appl) ______

County Clackamas

City ______

Highway County Road

State Hwy. No. ______

Termini: M.P.(if appl) ______

Length 360 ft. ±

Region 1

Construction Estimate 45,000.000
Program Amount

B. Purpose of Project:

To eliminate the potential danger at the project intersection, to vehicles making turning movements onto or from Skogan Road

---

C. Origin & History of Project:

Skogan Road is a dead-end gravel-surfaced road serving 16 homesites. Residents living on Skogan Road are forced to enter and exit 362nd Drive at a point where a horizontal and vertical curve combine to severely limit sight distance.

D. General Description of Project:

The project involves the relocation to the north of the existing intersection and the re-design of Skogan Road. This then allowing a better sight distance and reducing potential hazard to turning vehicles. The existing intersection would then be closed.

Alignment: New ______ Existing ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking No

Proposed: No. Lanes 2 ; Med. No ; Shldrs. 5' ; Parking No

Traffic: Existing Facility: Existing ADT 200 on Skogan Road
1520 on 362nd Drive ; Projected ADT ______ ; Yr. ______

Existing Level of Service ______

Proposed Facility: Projected ADT ______ ; Yr. ______

Projected Level of Service ______

Right of Way: Additional anticipated Yes if yes, give approx. No. Parcels 2
Yes, [illegible]

Acres 1.75 ; Type of Relocation Req. ____________; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials are available from local sources. Waste disposal will be at sites approved by Clackamas County Department of Environmental Services.

Type of Structure(s): N/A

Brief Description of River or Stream and Type of Involvement, if any: N/A

Local City, County or COG priorities of project:

Clackamas County places the Skogan Road Intersection Relocation t a number one priority for Group III "small safety improvement projects" with a $50,000 limit.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

Points where the proposed new section would intersect Skogan Road and 362nd Drive, and the precise alignment, will depend upon survey. It would be highly desirable to exit onto 362nd midway in the straight section for maximum sight distance.

Other Descriptive Information or Comments:

Since there will be a need to dispose of excavated material, it is recommended that this be used to fill in the vacated portion of Skogan Road to the existing natural contour. The old right-of-way should then be replanted with native species. If possible, top soil removed from the new right-of-way should be used in this fill. This would roughly replace the lost forest area and habitat.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project site is covered with douglas fir, big leaf maple and western red cedar. The shadowing by this timber and nearby Tickel Creek keep the area cooler in the summer and often frosty during the winter season. The topography is steep and hilly with Skogan Road following a ridge between two stream drainages. Generally, adjoining land is in pasture or in timber patches. Soils are of a red silty clay nature.

2. Cultural: North and East of the project site approximately 1/4 mile is the City of Sandy. That west edge of Sandy has been approved for industrial development. That development will have a direct impact on the traffic volume on 362nd Dr. Scattered single family residences border Skogan Road and 362nd Dr. Land use is agricultural outside Sandy city limits. This area is served by General Telephone and Portland General Electric. Road drainage is carried by open ditch to enter nearby stream.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Right-of-way will not require the acquisition of residences. Upwards of several dozen firs and cedars would be removed from the right-of-way, plus stumps, forest-type humus and top soil.

2. Estimated Impact on Traffic Patterns:

Detouring or flagmen during construction.

Consequences--Air Quality, Noise, Safety, etc.:

No change, land use is covered under Clackamas County Comprehensive Land Use Plan.

3. Estimated Impact on Land Use:
Conversion of second growth forest to roadway and roadside cuts.

Consequences:

4. Expected Impact on Natural Ecological Resources:
Right-of-way needs may be overestimated. About 6/10 of an acre of woodland habitat would be permanently lost.

Consequences:
Permanent loss of bird, small mammal, and invertebrate habitat would occur, but roadside "edge" habitat 700-800' in length would be created.

5. Expected Impact on Cultural and Scenic Resources:
The suggested improvement would largely eliminate the existing hazardous intersection and add to the pleasantness of the woodland existence enjoyed by Skogan Rd. residences.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Air quality will not be significantly affected.

b. Noise Standards

Noise will not have a significant increase. A noise study will be required.

c. Water Quality Standards

Water quality will not be affected.

d. Area Land Use and Transportation Plans, and Zoning

No anticipated effects.

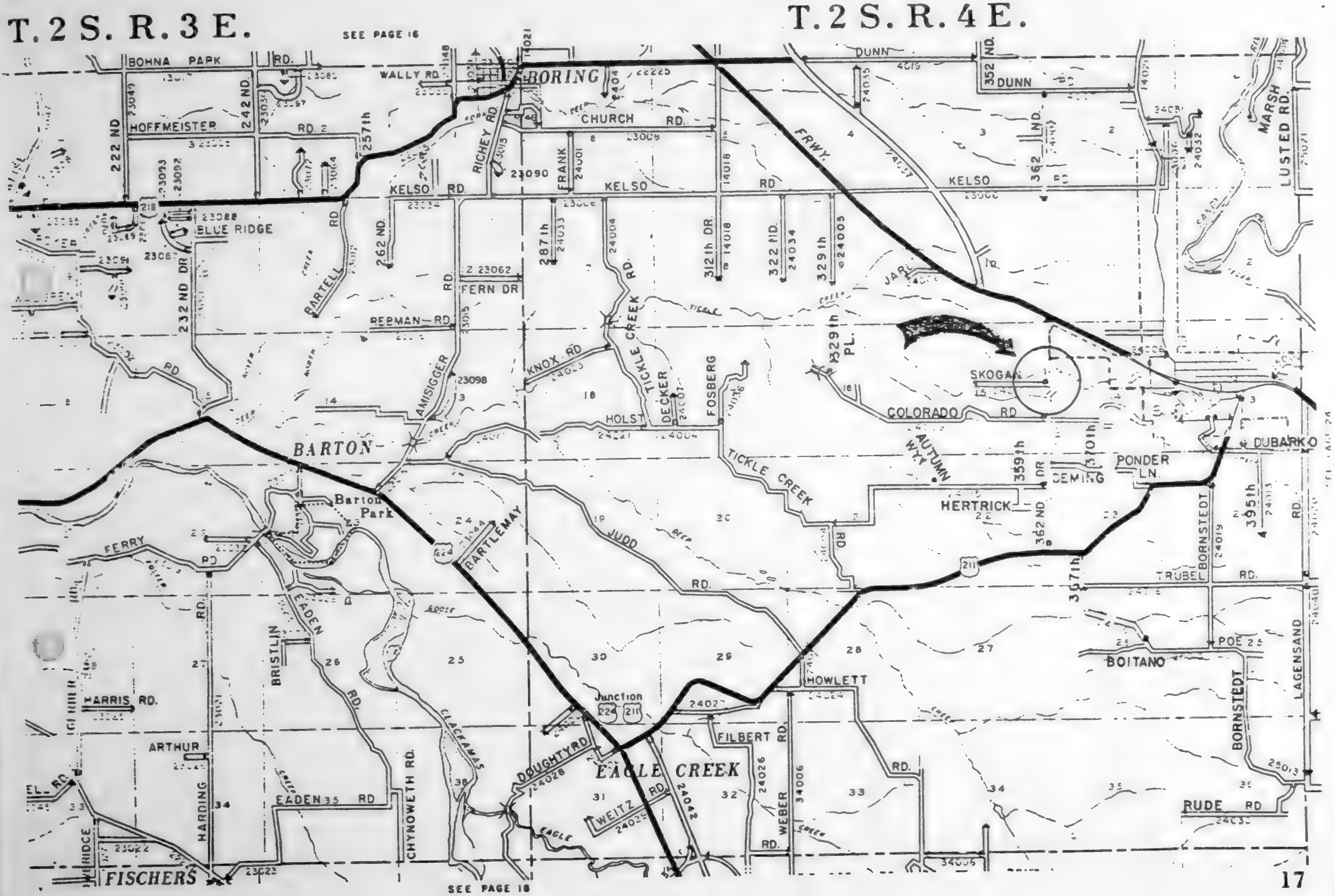
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

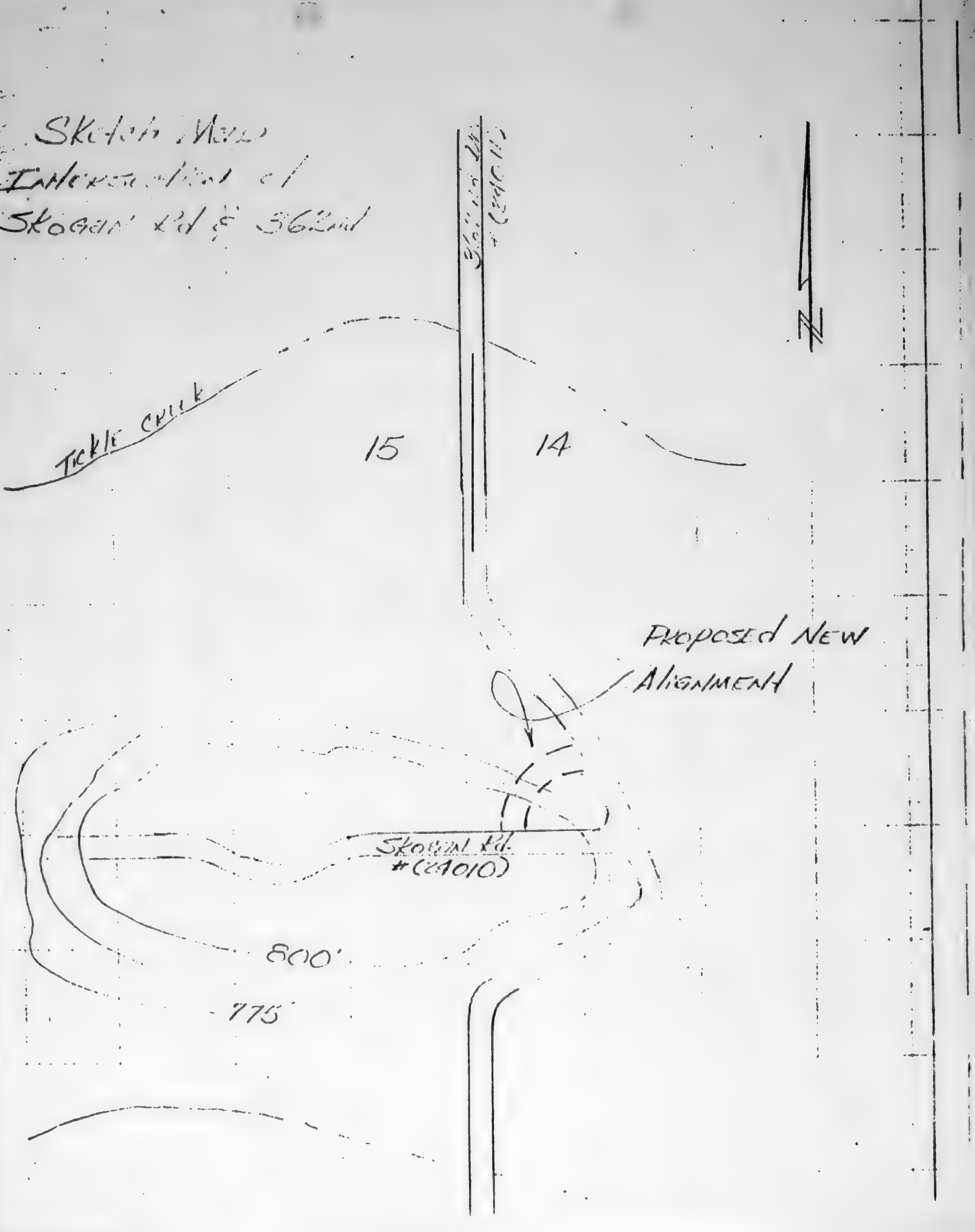
Basis for Type of Action and Documentation:
If the recommendations in this assessment are followed, it is recommended that this project be categorized Assessment Only.

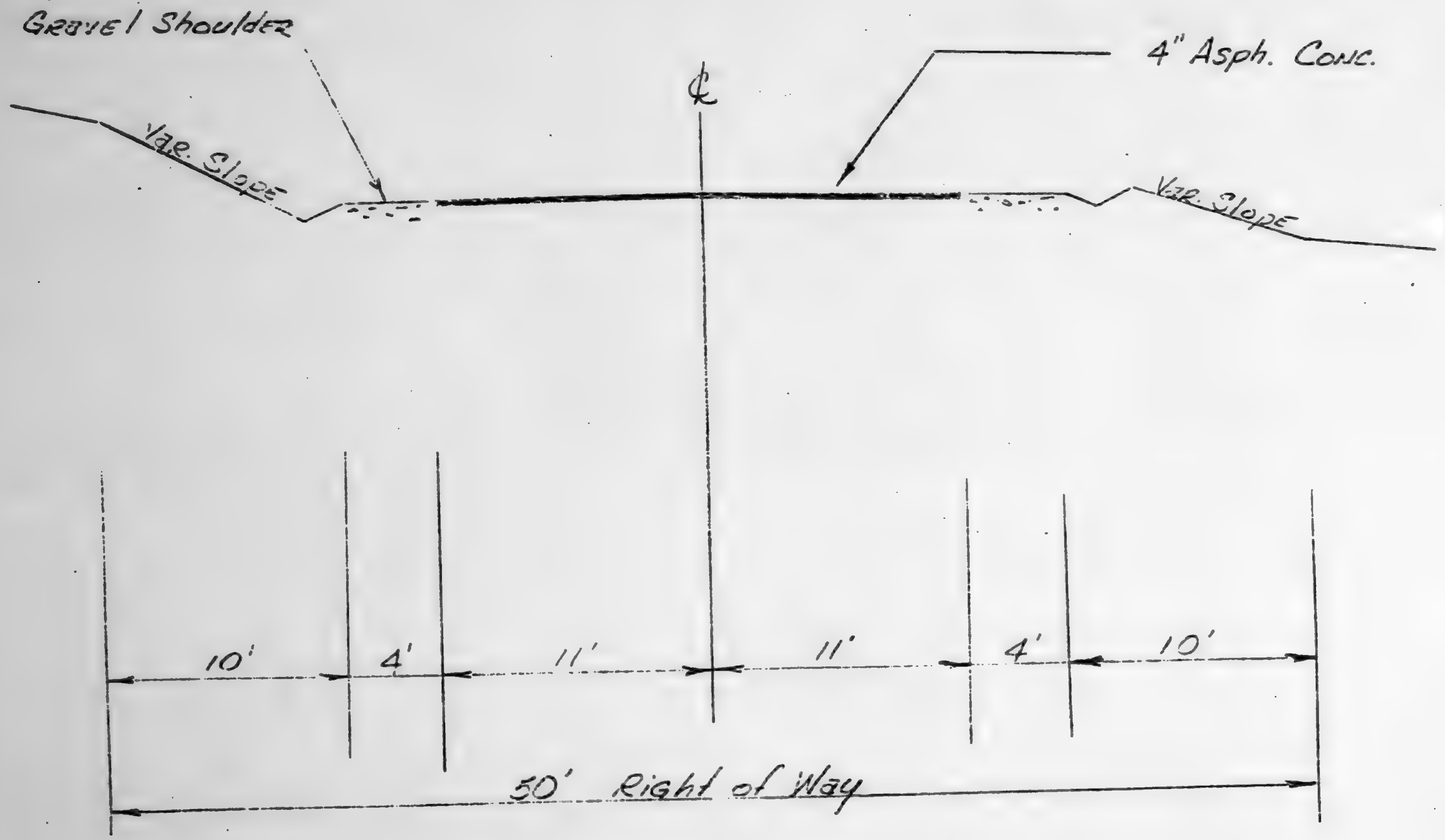
TSF

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

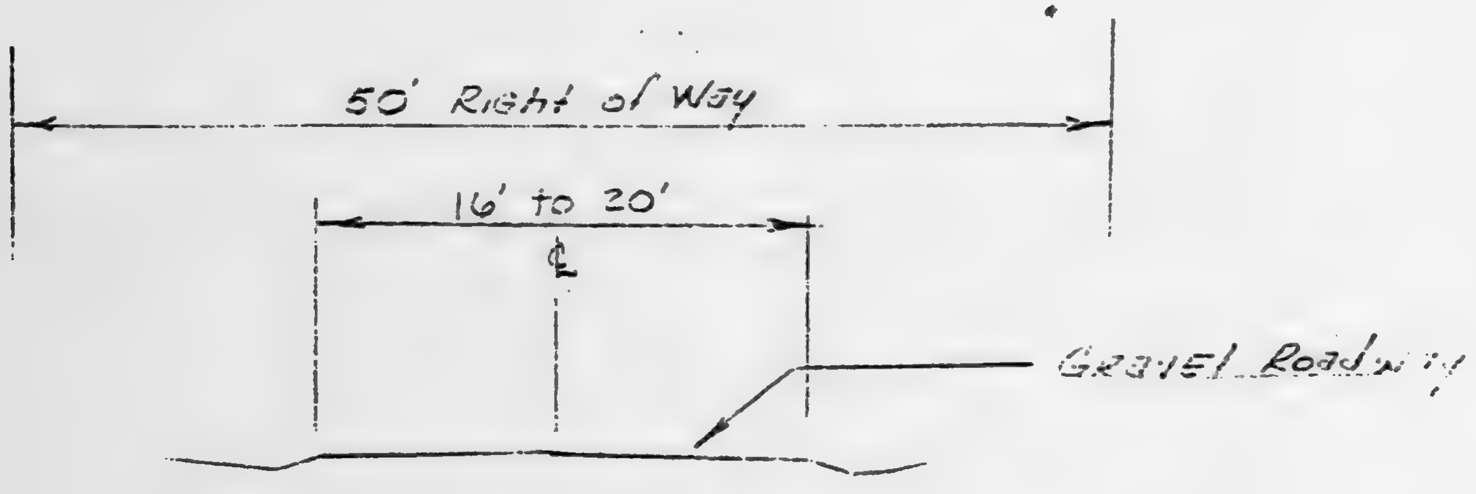

T.2S.R.3E.
T.2S.R.4E.
SEE PAGE 16
SEE PAGE 18
BOHNA PARK RD.
WALLY RD.
BORING
DUNN
352 ND.
DUNN
222 ND
HOFFMEISTER RD 2
242 ND.
257th
CHURCH RD.
RICHEY RD.
FRANK
KELSO RD.
KELSO RD
KELSO
FRWY.
362 ND.
MARSH
LUSTED RD.
BLUE RIDGE
232 ND DR
BARTELL RD
262 ND.
FERN DR
REBMAN RD
287th
KNOX RD
TICKLE CREEK RD.
312th DR.
322 ND.
329th
329th PL.
JARL
SKOGAN
COLORADO RD
AMISIGGER
BARTON
Barton Park
HOLST
DECKER
FOSBERG
TICKLE CREEK RD.
AUTUMN WAY
359th DR
370th
DEMING
PONDER LN.
DUBARKO
HERTRICK
362 ND
367th
BORNSTEDT
395th
TRUBEL RD.
FERRY RD
BARTLEMAY
JUDD RD.
EADEN RD
BRISTLIN
CLACKAMAS
HOWLETT
POE
BOITANO
BORNSTEDT
LAGENSAND
Junction 224 211
FILBERT RD.
RD.
DOUGHTY RD
EAGLE CREEK
WEITZ RD.
WEBER RD.
HARRIS RD.
ARTHUR
HARDING
CHYNOWETH RD.
EADEN RD
GERBER
EL. RD.
FISCHERS
RUDE RD
211
224
212

Sketch Map
Intersection of
Skogan Rd & 362nd


Tickle Creek
15
14
Proposed New Alignment
Skogan Rd.
#(24010)
800'
775'


Gravel Shoulder
4" Asph. Conc.
℄
Var. Slope
Var. Slope
10'
4'
11'
11'
4'
10'
50' Right of Way

PROPOSED TYPICAL SECTION
SKOGAN ROAD


50' Right of Way
16' to 20'
℄
Gravel Roadway

EXISTING TYPICAL SECTION

SKOGAN ROAD

9313

PLA 78-131

STATE OF OREGON
Technical Services
DEPT.

238-8231
TELEPHONE

INTEROFFICE MEMO

TO: D. H. MOEHRING, Manager
Project Management

DATE: November 14, 1978

FROM: MAX KLOTZ
Technical Services Engineer
Metro Section

SUBJECT: Skogan Road at 362nd Drive
Intersection Relocation
Clackamas County
Planning File No. 78-131

Here is our programming packet on the subject project. Included are a project information sheet, agreement information sheet, authority for survey, federal aid project request, and an environmental assessment. to Terpin 11-17-78

This is a "Safer off System" project. Preliminary engineering for this project was approved by the Transportation Commission on October 24, 1978. The project location is outside of the CRAG region.

Please program $5,000 for preliminary engineering at this time.

Attachments

EM:pq

cc F. E. Terpin
Metro Technical Services (8)

PROJECT MANAGEMENT
PME ☐ CCE ☐
LCE ☐ FAE ☒ OM ☐
CPE ☐
NOV 16 1978
TAA
File: FM FA
LG CP

81-125-1387

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Skogan Road at 362nd Drive Date 11-8-78

Highway County Road County Clackamas

Existing Facility

Access control? None parking restrictions? None
Airport within 2 miles? No name
Water development in the area? None Involved
Recreation areas " "
Historical areas " "

Roadway: no. lanes 2 paved shoulders? No
pavement width 30' on 362nd Drive, Skogan Rd. is unpaved.

Structures: MP description
None involved

Signals: location None involved

Descriptions of adjacent sections

West end: Skogan Rd. is a 17' wide gravel surface roadway.
East end: Intersection with 362nd Drive

Railroad crossings

Name of railroad None involved no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

Project Skogan Road at 36[illegible]d Drive

Agency Clackamas Co. **Date** 11-8-78

Type of Project Relocate intersection

The agreement on this project should provide for the following responsibilities where applicable:

	State	**Applicant**	**Consultant**
Field Survey	( )	(X)	( )
Soils Investigation	( )	(x)	( )
Base Design	( )	(X)	( )
Bridge Design N/A	( )	( )	( )
Signal Design N/A	( )	( )	( )
Final Design and Specs	(x)	( )	( )
Acquire R/W	( )	(x)⊛	( )
Relocate Utilities	( )	(x)	( )
Construction Engineering	( )	(x)	( )
Environmental Statements	( )	(x)	( )
Action Plan Requirements		X	

	State	**Applicant**	**Contractor**
Maintenance During Construction	( )	( )	(x)
Maintenance After Completion - Roadway	( )	(x)	
Maintenance After Completion - Signals	( )	( )	
Power Consumption - Signals	( )	( )	
Power Consumption - Lighting	( )	( )	
Pay for Irrigation Water	( )	( )	

Construction will be by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit for PE Required Yes (X) No ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

⊛If required, the state will prepare a separate right-of-way acquisition agreement.

PROJECT [illegible]

SAFER OFF SYSTEM

City (County) Clackamas
Date 1-3-78

Location:

ON: Skogan Road (#24010)

~~XXXXX~~ at the intersection with 362nd Drive (#24011)

To:

Please Attach Map

Project Description: Relocation and redesign of a potentially hazardous intersection to increase the sight distance and reduce the potential hazard in turning movements.

Current Situation: Existing roadways join at a point on a sharp horizontal curve, vertical curve combination. Sight distance if extremely limited and adjacent tangent roadway encourages higher than safe speeds. Suggested safe speed 15 MPH

ADT* 200 on Skogan Road 1520 on 362nd Drive

Posted Speed

1976 Accidents 1

Expected Benefits: Increase traffic safety for vehicles negotiating turning movements at the project intersecti

Method of Construction:

☐ Contract

☐ State Forces

☒ Local Forces**

Estimated Cost $ 50,000.00

*Average Daily Traffic
**Please attach six signed ORDER FOR FO

From Metro JON ROSE
Date FEB 28, 7

To GERRY WIMER

[✓ Program Mgmt.] Traffic Region 1

Comments: This request is for the small SOS project ($50,000) mentioned in the AOC-LOC guidelines, IV B 1 c. for 1979 F
Package is being retained in Metro for review and processing when money is available.

Jon

FEDERAL AID PROJECT REQUEST

Date 1-3-78

Applicant Agency Clackamas County

Request for: Off-System X , FAS-C ____ , FAUS ____ Project

Federal Aid Route No. ________ Route Name Skogan Road (#24010)

Project Name Skogan Road intersection relocation

Project Length 360 feet Project Location (Attach sketch map)

Project Description

Relocation and redesign of a potentially hazardous intersection, to increase the sight distance and reduce the potential danger to turning vehicles. The existing intersection will then be closed.

Average Daily Traffic 200 on Skogan Road
1520 on 362nd Drive
Design Speed ________

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width Skogan 17' 362nd 30' Travel Lanes 2 Shoulders Skogan 0' 362nd 0-3'

Medians None Parking None

Sidewalks None

Remarks Skogan Road is a gravel surface dead end roadway. 16 homes must use this intersection as access

2. Desired Roadway Cross Section: (Attach sketch)

Width 22' Travel Lanes 2 Shoulders 4'

Medians None Parking None

Curbed No Length Curb Radii ________

Sidewalk/Bikeway ________

Remarks ________

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Skogan 50' 362nd 60' Minimum ________ Maximum ________

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ______ No X

3. Will additional right-of-way be needed? Yes X No ______
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ______

Remarks ________

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Included in project.

4. Permanent Striping:

Include in project or by applicant? Included in project.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

N/A

2. Proposed Illumination:

Location N/A

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location N/A

Type Shoulder Width

Approach Roadway Width

Length Width

To remain in place?

2. Proposed Structure:

Location N/A

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Bernard L. Straight - Traffic Engineer Office
2.	Environmental	Bernard L. Straight - Traffic Engineer Office
3.	Public Hearing	Bernard L. Straight - Traffic Engineer Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State______ Consultant______

2. Project construction engineering to be performed by:

Applicant X State ________ Consultant ________

3. Will applicant perform any work prior to or after award of contract?

Yes ________ No X

If "yes," describe briefly: ________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 34,000
Right-of-way costs (if participating)	10,000
Traffic control	1,000
Illumination	
Structures	
Railroad	
Other ________	
Preliminary engineering	5,000
PROJECT TOTAL	$ 50,000

Remarks ________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Clackamas COUNTY

BOARD OF COUNTY COMMISSIONERS

By ________

By ________

By Ralph Groener

Chairman

By ________

Commissioner

By Stan Skoko

Commissioner

STATE OF OREGON

Technical Services
DEPT.

238-8231
TELEPHONE

INTEROFFICE MEMO

DATE: November 6, 1978

TO: GARY POTTER
Environmental Section

FROM: TOM LOEBER Tom Loeber
Regional Environmentalist
Metro Section

SUBJECT: Project Assessment
Skogan Road at 362nd Drive
Clackamas County

The subject assessment is attached for your review and processing.

pq

cc Program Packet

81-125-1387

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 6, 1978

Section Skogan Rd. (#24010) @ 362nd Dr. (#24011)

Unit (if appl) ____

County Clackamas

City ____

Highway Skogan Road (#24010)

State Hwy. No. ____

Termini: M.P.(if appl) ____

Length 360 ft. ±

Region 1

Construction Estimate $50,000.00
Program Amount

B. Purpose of Project:

To eliminate the potential danger at the project intersection, to vehicles making turning movements onto or from Skogan Road

---

C. Origin & History of Project:

Skogan Road is a dead-end gravel-surfaced road serving 16 homesites. Residents living on Skogan Road are forced to enter and exit 362nd Drive at a point where a horizontal and vertical curve combine to severely limit sight distance.

D. General Description of Project:

The project involves the relocation to the north of the existing intersection and the re-design of Skogan Road. This then allowing a better sight distance and reducing potential hazard to turning vehicles. The existing intersection would then be closed.

Alignment: New ____ Existing ____ Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking No

Proposed: No. Lanes 2 ; Med. No ; Shldrs. 5' ; Parking No

Traffic: Existing Facility: Existing ADT 200 on Skogan Road
1520 on 362nd Drive
Projected ADT ____ ; Yr. ____

Existing Level of Service ____

Proposed Facility: Projected ADT ____ ; Yr. ____

Projected Level of Service ____

Right of Way: Additional anticipated Yes if yes, give approx. No. Parcels 2
Yes,

Acres 1.75 ; Type of Relocation Req. ________________; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials are available from local sources. Waste disposal will be at sites approved by Clackamas County Department of Environmental Services.

Type of Structure(s): N/A

Brief Description of River or Stream and Type of Involvement, if any: N/A

Local City, County or COG priorities of project:

Clackamas County places the Skogan Road Intersection Relocation at a number one priority for Group III "small safety improvement projects" with a $50,000 limit.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

Points where the proposed new section would intersect Skogan Road and 362nd Drive, and the precise alignment, will depend upon survey. It would be highly desirable to exit onto 362nd midway in the straight section for maximum sight distance.

Other Descriptive Information or Comments:

Since there will be a need to dispose of excavated material, it is recommended that this be used to fill in the vacated portion of Skogan Road to the existing natural contour. The old right-of-way should then be replanted with native species. If possible, top soil removed from the new right-of-way should be used in this fill. This would roughly replace the lost forest area and habitat.

(Attach project sketch map.)

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Right-of-way will not require the taking of any residences. Upwards of several dozen firs and cedars would be removed from the right-of-way, plus stumps, forest-type humus and top soil.

2. Estimated Impact on Traffic Patterns:

Detouring or flagmen during construction.

Consequences--Air Quality, Noise, Safety, etc.:

No change, land use is covered under Clackamas County Comprehensive Land Use Plan.

3. Estimated Impact on Land Use:

Conversion of second growth forest to roadway and roadside cuts.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Right-of-way needs appear to be overestimated. About 6/10 of an acre of woodland habitat would be permanently lost.

Consequences:

Permanent loss of bird, small mammal, and invertebrate habitat would occur, but roadside "edge" habitat 700-800' in length would be created.

5. Expected Impact on Cultural and Scenic Resources:

The suggested improvement would largely eliminate the existing hazardous intersection and add to the pleasantness of the woodland existence enjoyed by Skogan Rd. residences.

Consequences:

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project site is covered with douglas fir, big leaf maple and western red cedar. The shadowing by this timber and nearby Tickel Creek keep the area cooler in the summer and often frosty during the winter season. The topography is steep and hilly with Skogan Road following a ridge between two stream drainages. Generally, adjoining land is in pasture or in timber patches. Soils are of a red silty clay nature.

2. Cultural: North and East of the project site approximately 1/4 mile is the City of Sandy. That west edge of Sandy has been approved for industrial development. That development will have a direct impact on the traffic volume on 362nd Dr. Scattered single family residences border Skogan Road and 362nd Dr. Land use is agricultural outside Sandy city limits. This area is served by General Telephone and Portland General Electric. Road drainage is carried by open ditch to enter nearby stream.

6. Preliminary Identification of Areas of Critical Concern:

Loss of a small amount of second growth forest, and replacement efforts.

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Air quality will not be significantly affected.

b. Noise Standards

Noise factors will not have a significant increase.

c. Water Quality Standards

Water quality will not be affected.

d. Area Land Use and Transportation Plans, and Zoning

No anticipated effects.

C. Recommended Type of Action and Documentation:

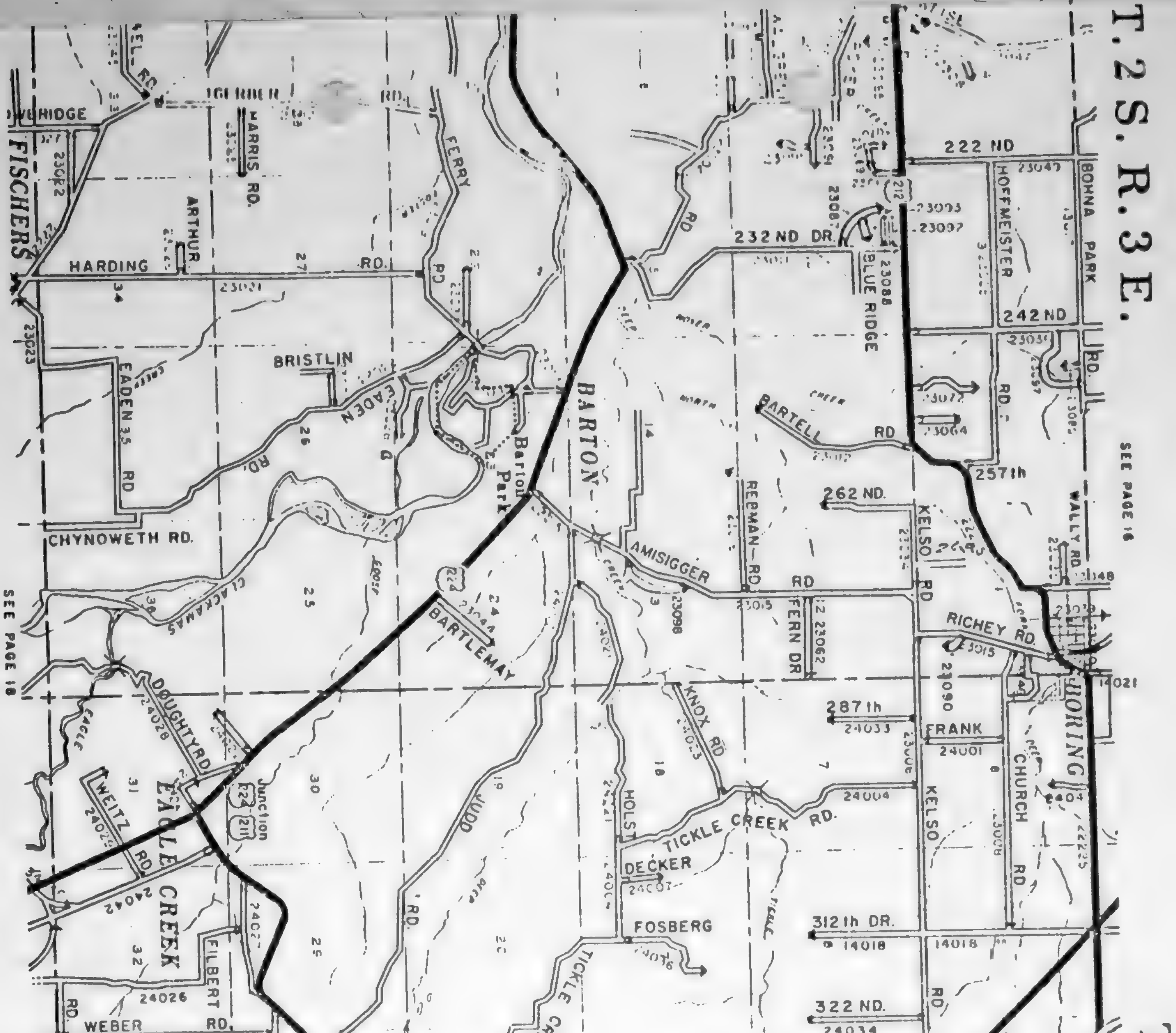
-------------MAJOR ACTION-------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

If the recommendations in this assessment are followed, it is recommended that this project be categorized Assessment Only.

TSL

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


T.2S. R.3E.
T.2S. R.4E.
SEE PAGE 18
SEE PAGE 18
FISCHERS
HARDING RD.
GERBER RD.
MARRIS RD.
ARTHUR
FERRY RD.
BRISTLIN
EADEN RD.
FADEN RD.
CHYNOWETH RD.
CLACKAMAS
BARTON
Barton Park
AMISIGGER RD
BARTLEMAY
DOUGHTY RD
EAGLE CREEK
WEITZ RD
Junction
224
211
212
FILBERT
WEBER RD.
HOWLETT RD.
JUDD RD.
HOLST
TICKLE CREEK RD.
TICKLE CREEK RD
DECKER
FOSBERG
KNOX RD
222 ND
232 ND DR.
BLUE RIDGE
HOFFMEISTER
BOHNA PARK
242 ND
BARTELL RD
REEMAN RD
FERN DR
262 ND.
257th
KELSO RD
WALLY RD
RICHEY RD
BORING
287th
FRANK
CHURCH RD
312th DR.
322 ND.
329th
329th PL.
FRWY
DUNN
JARL
COLORADO RD
AUTUMN WAY
SKOGAN
HERTRICK
359th
362 ND DR
362 ND.
352 ND.
367th
DEMING
370th
PONCER LN
BOITANO
RUDE RD
BORNSTEDT
BORNSTEDT
395th
LAGENSAND RD
BAKKO
MARSH
LUSTED RD.
23023
23031
24026
24042
24026
34006
24034
24005
24033
24001
24004
14018
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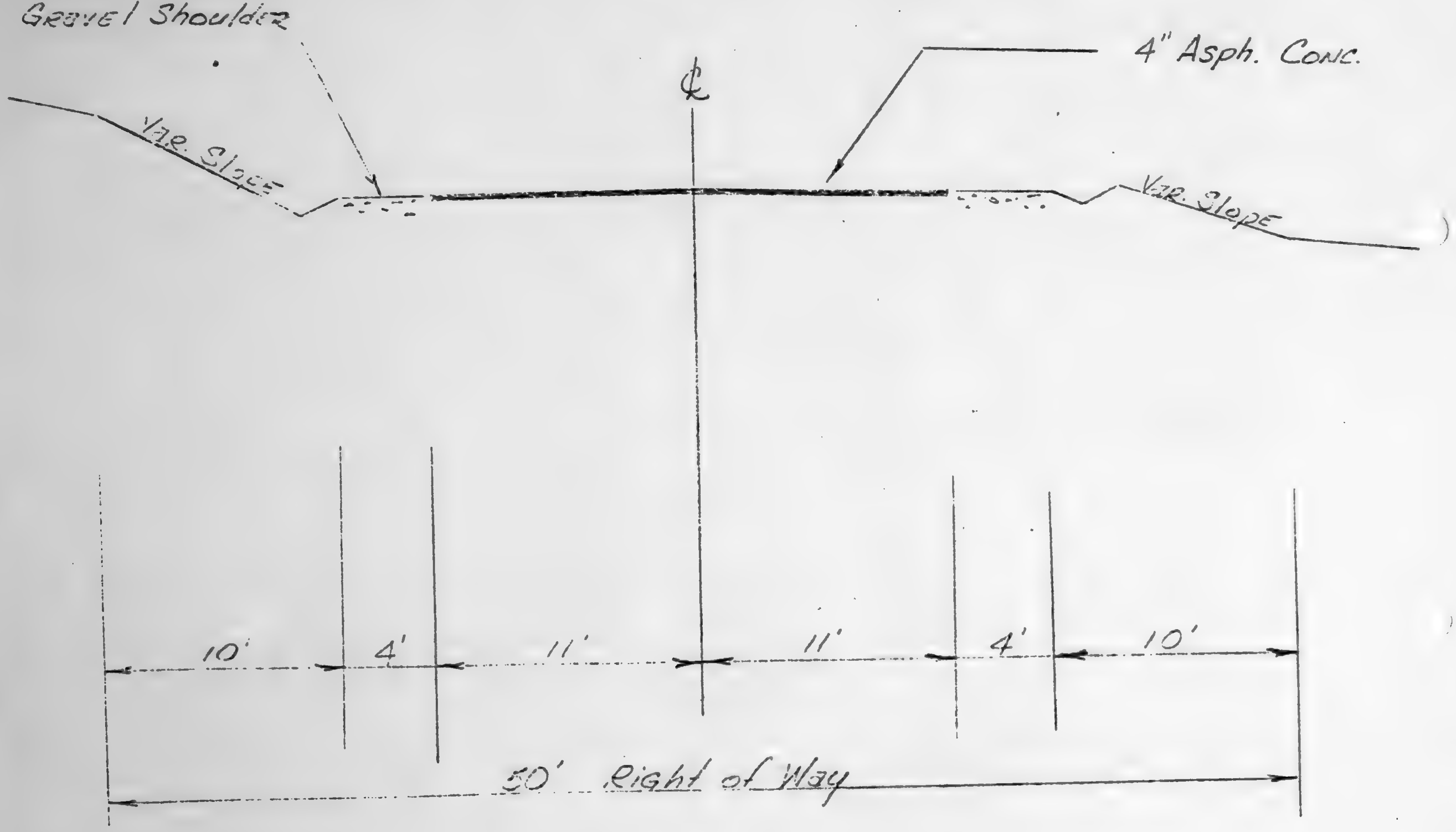
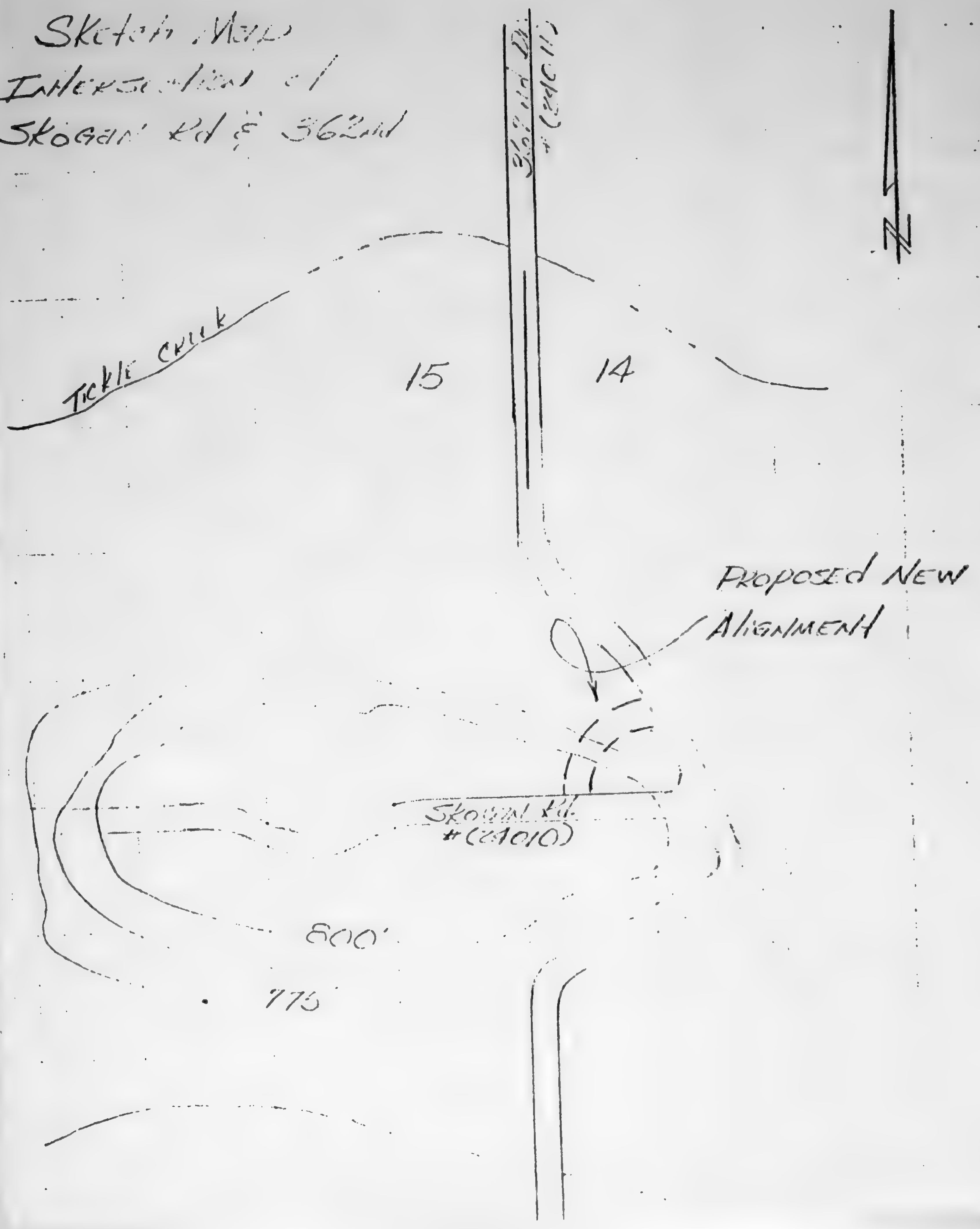
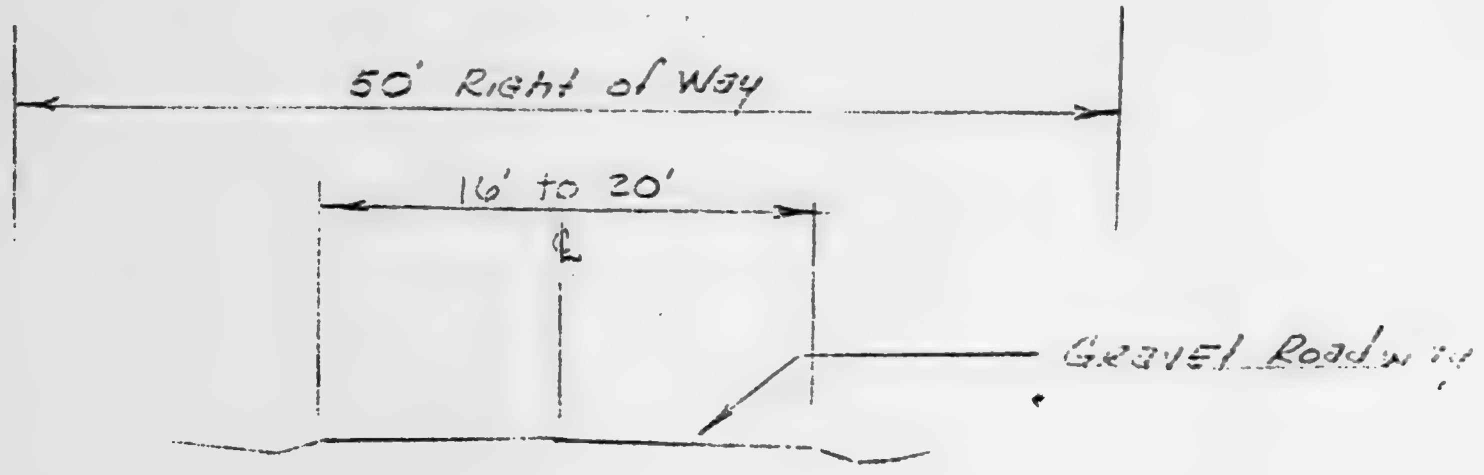

Gravel Shoulder
4" Asph. Conc.
℄
Var. Slope
Var. Slope
10'
4'
11'
11'
4'
10'
50' Right of Way

PROPOSED TYPICAL SECTION
SKOGAN ROAD

Sketch Map
Intersection of
Skogan Rd & 362nd


362nd Dr.
#(24011)
Tickle Creek
15
14
Proposed New Alignment
Skogan Rd.
#(21010)
800'
775'


50' Right of Way
16' to 20'
℄
Gravel Roadway

EXISTING TYPICAL SECTION

SKOGAN ROAD

Form 734-3106

Job No. ....

Sheet ...... of ...... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Recon Estimate for Skogen Rd. @ 362 nd.

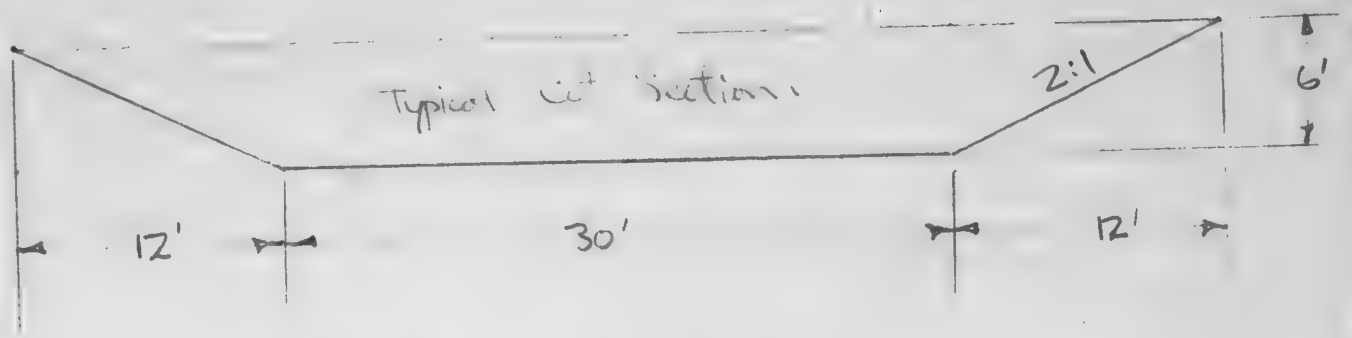
Made by Mershon 11-7 1978 Checked by .... 19.... Backchecked by .... 19....

Roadway Work: (400 ft. of new roadway).

Base Rock : (400')(32')($0.50/ft.²) = $6,400.

A.C. (4") : (400')(22')($0.50/ft.²) = $4,400.

Excavation :



$$\text{Area} = (6)(30') + 2\left(\tfrac{1}{2}\right)(6)(12) = 180 + 72 = 252 \text{ ft.}^2$$

$$= 9.33 \text{ yd.}^2$$

$$\text{Volume} = \left(\frac{400'}{3 \text{ ft}/\text{yd.}}\right)(9.33 \text{ yd.}^2) = 1244 \text{ yd.}^3$$

Excav. cost : (1244)($5.00/yd.³) = $6220

Total = $17,020

Note: The estimate for excavation is only "approximate", based on an average section between known x-sections at each end of the proposed new road. Also, this estimate for roadway work does not include "clearing and grubbing."

Clackamas Co. estimate = $34,000.

SDI 0001.

Form E-29 (Rev. 9-71)

7373

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-131

AUTHORITY FOR SURVEY

Section Skogan Road at 362nd Drive

Highway County Road #24010

County Clackamas

Date November 13, 1978

Authorization No. 1

Survey Prefix 203-1980 (Assigned by Salem office)

Description of terminal, route, length, etc.:

The proposed routing would be northerly of existing Skogan Road to provide a better connection to 362nd Drive. Approximate length of the project is 400 feet.

Proposed:

To provide an improved intersection at Skogan Road and 362nd Drive, which will provide best possible sight distance

Purpose of survey:

County to perform field survey, prepare plans, specifications and estimate of cost State to monitor project, review plans and complete P S & E

SOS-0300(8)
1-17-79

Funding SOS
Type 3 NM

		Estimate of Cost
Field Survey	(901)	500
Citizen Participation	(902)	
City or County	(903)	3000
Consultant	(904)	
Final Design	(905)	600
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	100
Soils & Geology	(910)	100
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	100
Utility	(914)	100
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	500
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey	$ 5000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

K. D. LIMBOCKER, METRO Design Engineer

commended for Approval:

M. J. Klotz, METRO Technical Services Engineer

SP*73664-734

Recommended for Approval:

Location Engineer

Approved:

RECEIVED
JAN 31 1979
ACCTG. CONTRO

9313

MA PDM PDE TSE SPC
ODOT - METRO

OCT 20 1978

October ~~19~~ 20, 1978 AM PPS FILE T/A

DEPARTMENT OF ENVIRONMENTAL SERVICES

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development Services Administrator

Mr. R. N. Bothman
Department of Transportation
Metropolitan Division
5821 N. E. Glisan Street
Portland, Oregon 97213

ATTN: Mr. Jon Rose

Reference is made to our October 18, 1978 telephone conversation regarding preliminary engineering approval on three County Off-System projects. Clackamas County affirms the (PE) approval on the Bonnie Lure Bridge replacement project and the intersection realignment of S. E. 362nd Avenue at Skogan Road under the Safer Off-System Roads Program. S. E. 232nd Avenue has been added onto the Federal Aid Secondary System and assigned the code A-604. Therefore, the proposed shoulder improvement on S. E. 232nd Avenue would be ineligible.

Please process and if there are further concerns do not hesitate to call.

DONALD D. BROADSWORD - Operations Superinte

By Bernard L. Straight
BERNARD L. STRAIGHT - Traffic Engineer

/rn

M

Date 10/20/78

From Metro JON ROSE

To JERRY WIMER

[✓ Program Mgmt.] Traffic Region 1

Comments: The County would like to proceed with P.E., recognizing that money for construction is not completely certain at this time.

9313

October 12, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Road Projects

On the Consent Calendar for the October 24, 1978 meeting will be a request for one SOS-R construction project and PE only for 16 other SOS-R projects.

Wasco County is requesting the construction of the Upper White River Bridge on Crossing Road for an estimate cost of $180,500.

Baker County is requesting a PE project on the Powder River Bridge section on Beaver Creek Road. The estimate cost of the survey is approximately $12,000.

The PE project represented by Benton County is for portions of Soap Creek and Sulphur Roads. The estimated cost is approximately $25,000.

The PE project request for Clackamas County is for the Bonnie Lure Park Bridge on Doughty Road. The estimated cost is approximately $25,000.

Crook County is requesting a PE project on the Old Dry Creek-Ochoco Highway Section on Mill Creek Road. The estimated cost is approximately $10,000.

Grant County is requesting a PE project on N. Fork John Day River Bridge on Ritter Road. The estimated cost is approximately $25,000.

The PE project requested by Klamath County is on Sprague River Bridge on Godows Spring Road and estimated to cost approximately $15,000.

Linn County is requesting a PE project on the Thomas Creek Bridge on Jordan Road. The estimated cost is approximately $25,000.

The PE project requested by Malheur County is for the Jordan Creek Bridge on Danner Road. The estimated cost is approximately $15,000.

Umatilla County is requesting a PE project on two bridges (Sumac and Platt) over McKay Creek on McKay Creek Road. The estimated cost is approximately $25,000.

Washington County is requesting a PE project for two bridges over Rock Creek (MP 0.78 and MP 0.96) on NW 185th. The estimated cost is approximately $25,000.

The request for a PE project by the Willamette National Forest is for replacing guardrail at different locations along Rigdon Road and on South Fork Road. The estimated cost is approximately $25,000.

The request for a PE project by Lincoln County Road District Coronado Shores is for resurfacing their existing roads. The estimated cost is approximately $7,500.

Clackamas County is requesting the PE on two special safety projects-one at the intersection of Skogen Road and 362 Drive and the other between MP 0.5 on MP 1.0 on 232 Drive. The estimated cost is approximately $9,500.

The PE requested by Umatilla County is to improve the intersection of Powerline Road and Hwy 730. The estimated cost is approximately $4,000.

Special Road District #4 in Deschutes County is requesting the PE for the replacement of the bridge over the Little Deschutes River on Bridge Drive. The estimated cost is approximately $5,000.

The Federal funds required for these projects is estimated to be $372,810 and the matching funds by the local governmental entities is $60,690.

These projects have been investigated and are eligible for funding under the Safer Off-Systems Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

HR:lml

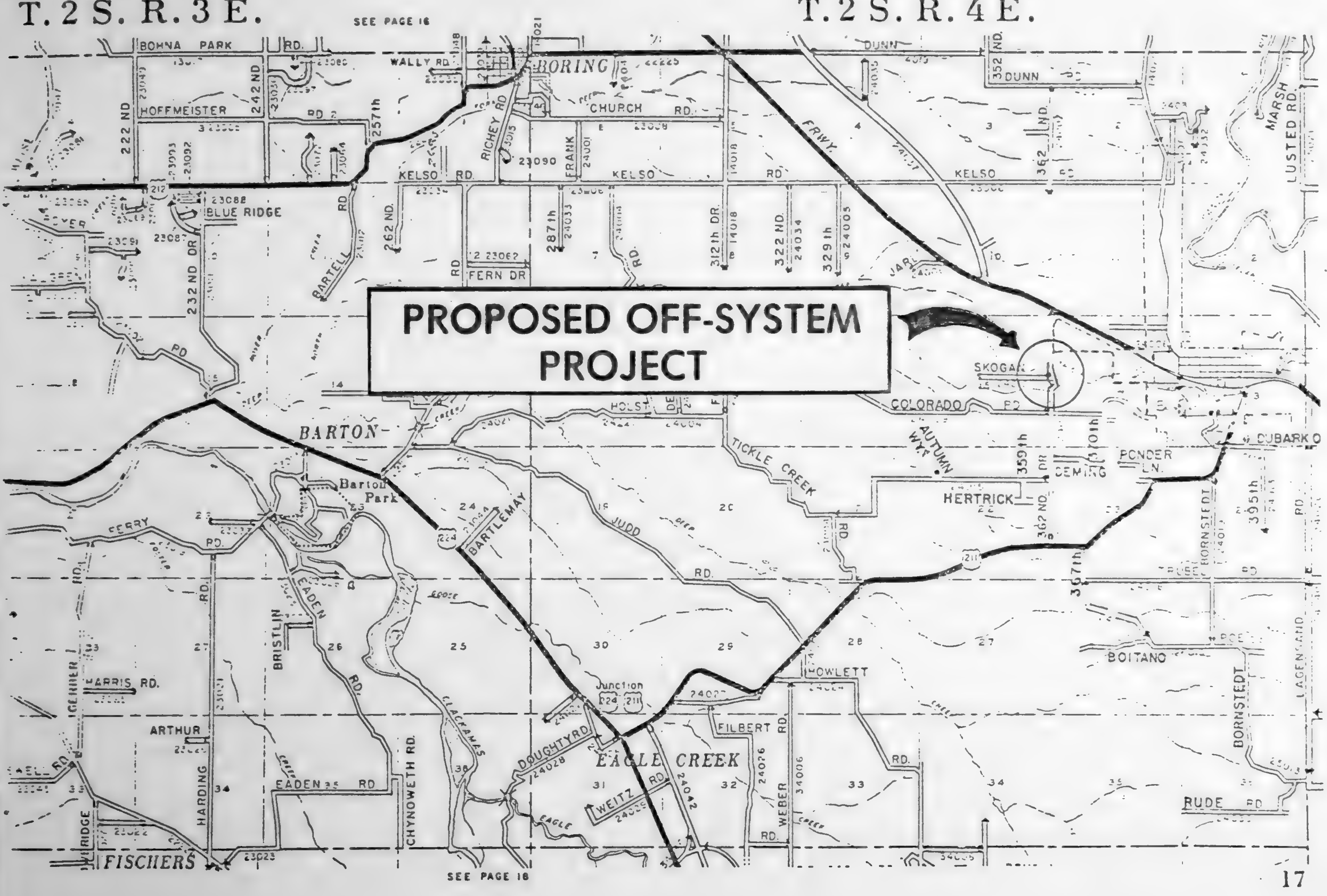
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
George Bell
D. N. Harwell
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
A. Shirley, Jr.
Dale Allen
W. E. Schwartz

Clackamas County
Proposed SOS-R Project
(Special Safety-$50,000 limit)

Intersection of Skogan Road and 362 Drive
Improve the Intersection
PE Only
$5,000

To improve the angle of intersection and improve the sight distance at this location. Additional R/W is necessary and is to be included as part of project.

Engineering by County


T.2S. R.3E.
T.2S. R.4E.
SEE PAGE 16
PROPOSED OFF-SYSTEM PROJECT
SKOGAR
COLORADO RD
BORING
BOHNA PARK RD.
WALLY RD.
HOFFMEISTER RD.
CHURCH RD.
222 ND
242 ND
257th
RICHEY RD
FRANK
KELSO RD.
BLUE RIDGE
BOYER
232 ND DR
BARTELL RD
262 ND.
FERN DR
287th
312th DR.
322 ND.
329th
352 ND.
DUNN
362 ND.
FRWY.
MARSH
LUSTED RD.
HOLST
BARTON
Barton Park
FERRY RD.
BARTLEMAY
224
212
211
JUDD RD.
TICKLE CREEK RD.
AUTUMN WAY
HERTRICK
359th DR
370th
DEMING
PONDER LN.
CUBARKO
BORNSTEDT
395th
367th
BOITANO
LAGENSAND RD.
RUDE RD
HOWLETT
FILBERT RD.
WEBER RD.
EAGLE CREEK
Junction 224 211
DOUGHTY RD
WEITZ RD
CLACKAMAS
CHYNOWETH RD.
EADEN RD.
BRISTLIN
HARDING RD.
ARTHUR
HARRIS RD.
GERBER RD.
FISCHERS
SEE PAGE 18

Clackamas County

STATE OF OREGO INTEROF E MEMO

9313 /

TO: FILES

DATE: October 6, 1978

FROM: Gerald W. Wimer
Local Government Manager

SUBJECT: Early PE
SOS Program

Don Harwell and I met with the AOC-TAC Thursday, October 5, 1978. I pointed out another $500,000 or slightly more could be committed now to additional Group III projects.

Two options exist:

1) Select the next rank order projects or

2) Set aside enough funds to perform PE on the likely 1979 Group Three projects and then the next rank order projects as far as funds go.

Don Harwell objected to number 2 until D. E. Swan indicated the FHWA wouldn't expect a pay back if Congress cancelled the program. With my recommendation the TAC concurred with number 2 based on Swan's input. Al Driver promised to advise Lee Elder, Chairman of the AOC Parks and Transportation Committee, and make certain he agrees. Harwell indicates Noel Klein previously told him anything AOC wanted to do LOC wouldn't object to. Vern Cusack also believes FHWA wouldn't expect repayment for the PE if Congress cancelled the program plus he pictures the pending Federal Legislation having some form of Off-System recognition. He also confirmed FHWA agrees we can program PE one year and construction another.

GWW:dmc
cc: Federal Aid Engineers
Hal Reynoldson
Bill Penhollow
Noel Klein
Vern Cusack

1313

[illegible]

SAFER OFF SYSTEM

City (County) Clackamas
Date ~~1-3-78~~
[illegible]

Location:

ON: Skogan Road (#24010)

XXXXX at the intersection with 362nd Drive (#24011)

To:

Please Attach Map

Project Description: Relocation and redesign of a potentially hazardous intersection to increase the sight distance and reduce the potential hazard in turning movements.

Current Situation: Existing roadways join at a point on a sharp horizontal curve, vertical curve combination. Sight distance is extremely limited and adjacent tangent roadway encourages higher than safe speeds. Suggested safe speed 15 MPH

MENT
TAA Zehner
LG

ADT* 200 on Skogan Road 1520 on 362nd Drive

Posted Speed

1976 Accidents 1

Expected Benefits: Increase traffic safety for vehicles negotiating turning movements at the project intersecti

Method of Construction:

☐ Contract

☐ State Forces

☒ Local Forces**

Estimated Cost $ 50,000.00

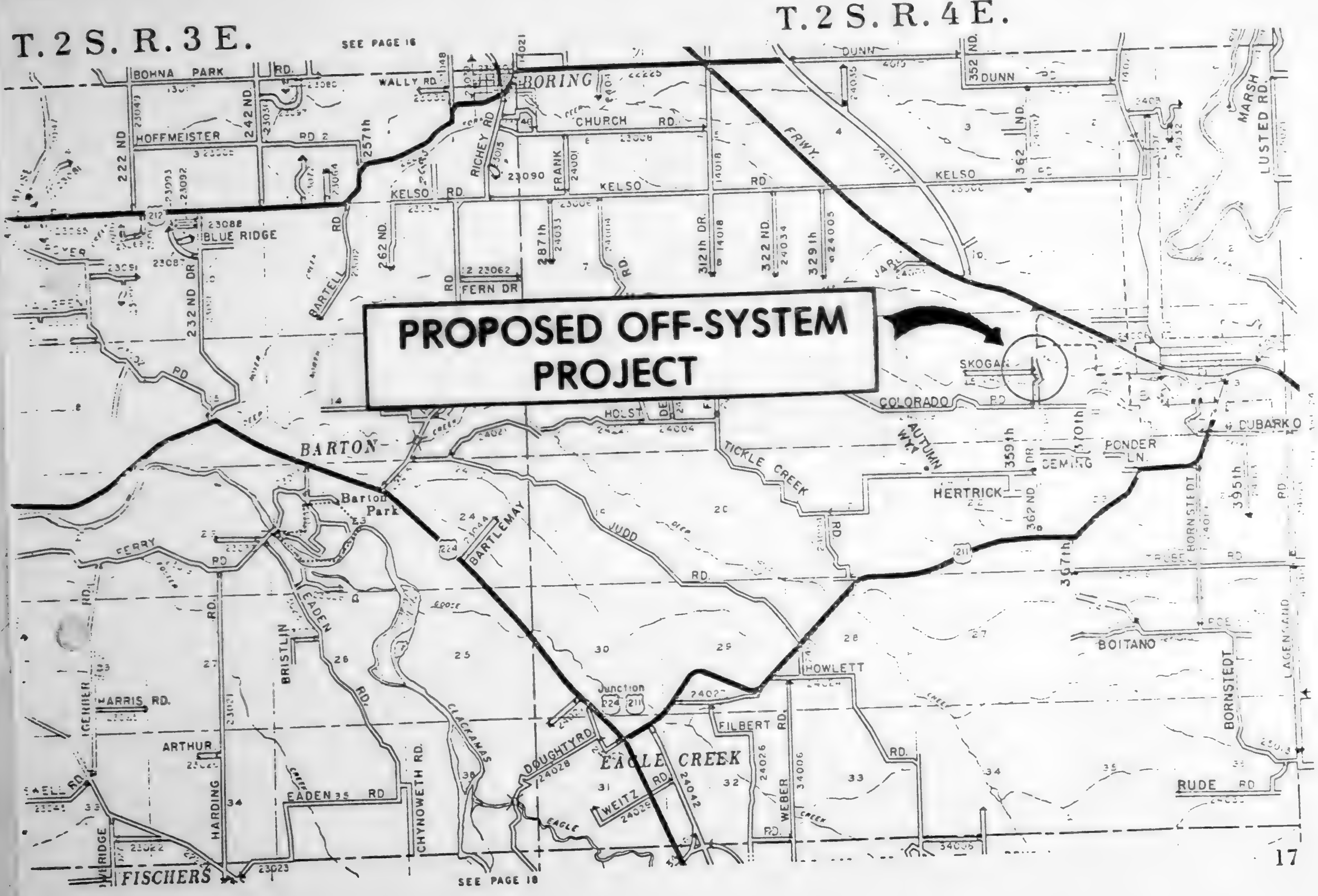
*Average Daily Traffic
**Please attach six signed ORDER FOR FO

From Metro Jon Rose
Date Feb 28

To Gerry Wimer

[✓ Program Mgmt.] Traffic Region 1

Comments: This request is for the small SOS project ($50,000) mentioned in the AOC-LOC guidelines, IV B 1c. for 1979 FY. Package is being retained in Metro for review and processing when money is available.
Jon


T. 2 S. R. 3 E.
T. 2 S. R. 4 E.
SEE PAGE 16
SEE PAGE 18
PROPOSED OFF-SYSTEM PROJECT
BORING
BARTON
Barton Park
EAGLE CREEK
Junction 224 211
FISCHERS
SKOGAN
COLORADO RD
BOHNA PARK RD.
WALLY RD.
HOFFMEISTER RD 2
222 ND
242 ND.
257th
CHURCH RD.
RICHEY RD
FRANK
KELSO RD.
BLUE RIDGE
232 ND DR
BARTELL RD
262 ND.
FERN DR
287th
312th DR.
322 ND.
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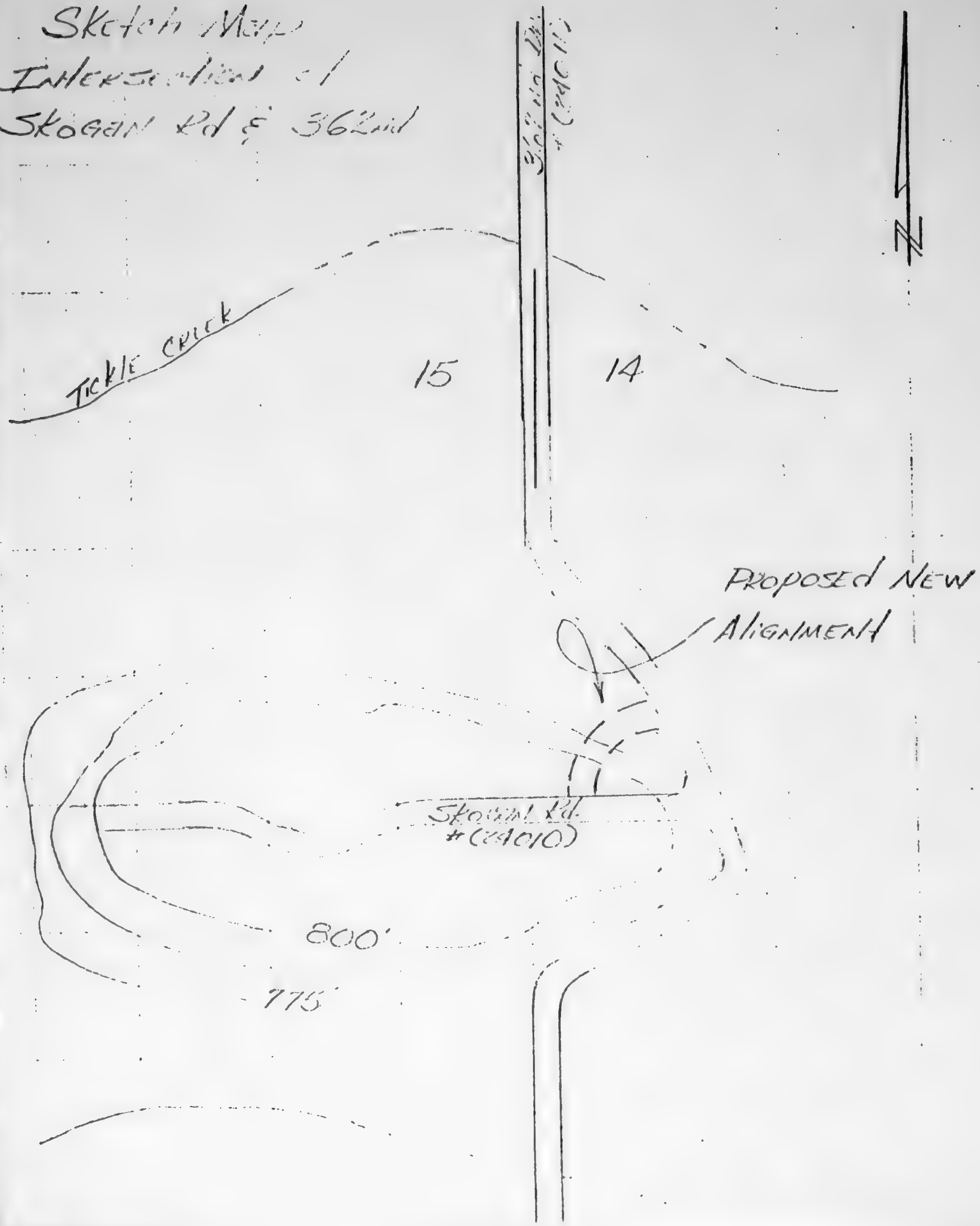
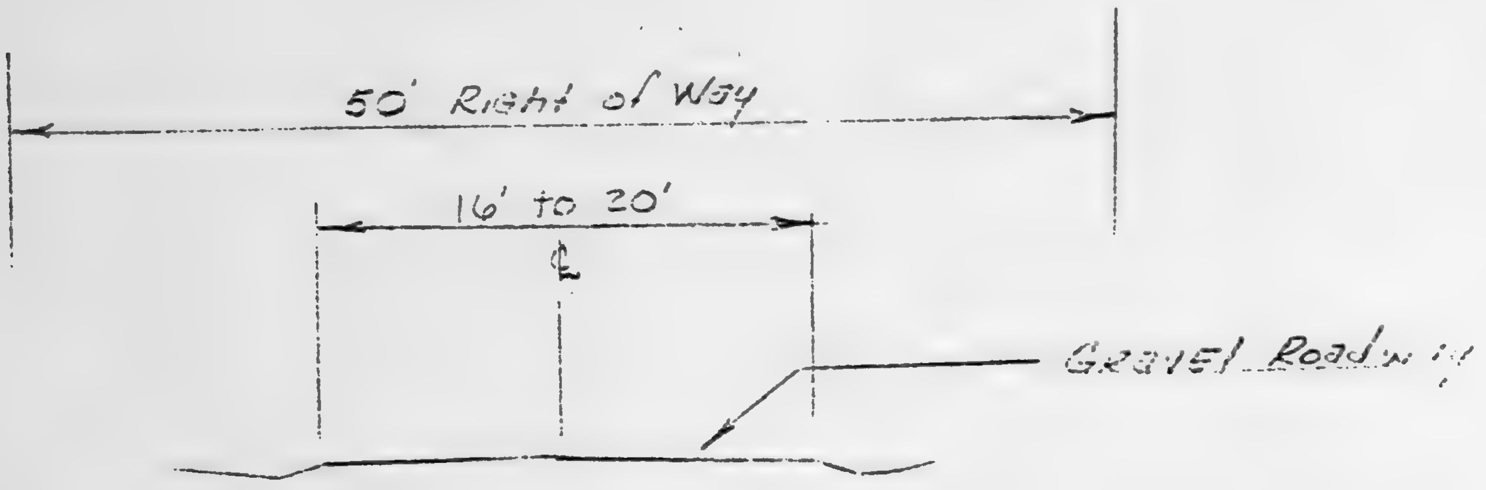
FRWY.
DUNN
352 ND.
362 ND.
MARSH
LUSTED RD.
HOLST
TICKLE CREEK RD
AUTUMN WAY
359th DR
370th
DEMING
PONDER LN.
HERTRICK
362 ND
367th
DUBARKO
BORNSTEDT
395th
BOITANO
LAGENSAND
RUDE RD
BARTLEMAY
JUDD RD.
FERRY RD
EADEN RD
BRISTLIN
CLACKAMAS
HOWLETT
FILBERT RD.
WEBER RD.
DOUGHTY RD.
WEITZ RD
HARRIS RD.
ARTHUR
HARDING
CHYNOWETH RD.
IGENBER RD.
EADEN RD
RIDGE
17

Clackamas County

Sketch Map
Intersection of
Skogan Rd & 362nd


362nd Av.
#(24011)
Tickle Creek
15
14
Proposed New Alignment
Skogan Rd.
#(24010)
800'
775'


50' Right of Way
16' to 20'
℄
Gravel Road'w'y

EXISTING TYPICAL SECTION

SKOGAN ROAD

9313

FEDERAL AID PROJECT REQUEST

Date 1-3-78

Applicant Agency Clackamas County

Request for: Off-System X , FAS-C ____, FAUS ____ Project

Federal Aid Route No. ____ Route Name Skogan Road (#24010)

Project Name Skogan Road intersection relocation

Project Length 360 feet Project Location (Attach sketch map)

Project Description

Relocation and redesign of a potentially hazardous intersection, to increase the sight distance and reduce the potential danger to turning vehicles. The existing intersection will then be closed.

Average Daily Traffic 200 on Skogan Road
1520 on 362nd Drive Design Speed ____

Complete Applicable Sections:

I. ROADWAY DATA

1 Existing Roadway: (Attach sketch)

Width Skogan 17' 362nd 30' Travel Lanes 2 Shoulders Skogan 0' 352nd 0-3'

Medians None Parking None

Sidewalks None

Remarks Skogan Road is a gravel surface dead end roadway. 16 homes must use this intersection as access

2. Desired Roadway Cross Section: (Attach sketch)

Width 22' Travel Lanes 2 Shoulders 4'

Medians None Parking None

Curbed No Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Skogan 50' 362nd 60' Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Included in project.

4. Permanent Striping:

Include in project or by applicant? Included in project.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

N/A

2. Proposed Illumination:

Location N/A

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location N/A

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location N/A

Approximate Size: Length Width

Are sidewalk/bikeways desired: ____

Are any utilities to be attached to structure? ____

Are provisions for illumination desired? ____

Are there any unusual or complicating conditions? ____

Remarks ____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad ____
   Existing Crossing Protection ____

2. Will existing railroad crossing be altered? ____

   Remarks ____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Bernard L. Straight - Traffic Engineer Office
2. Environmental	Bernard L. Straight - Traffic Engineer Office
3. Public Hearing	Bernard L. Straight - Traffic Engineer Office

Remarks ____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State ____ Consultant ____

2. Project construction engineering to be performed by:

Applicant X State _____ Consultant _____

3. Will applicant perform any work prior to or after award of contract?
Yes _____ No X
If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 34,000
Right-of-way costs (if participating)	10,000
Traffic control	1,000
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	5,000
PROJECT TOTAL	$ 50,000

Remarks _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Clackamas COUNTY

BOARD OF COUNTY COMMISSIONERS

By _____ By Ralph Groener
Chairman

By _____ By _____
Commissioner

By Stan Skoko
Commissioner

PROPOSED PROJECT
SAFER OFF-SYSTEM

City (County) Clackamas
Date 1-3-78

Location:

ON: Skogan Road (#24010)

~~XXXXX~~ at the intersection with 362nd Drive (#24011)

To:

Please Attach Map

Project Description: Relocation and redesign of a potentially hazardous intersection to increase the sight distance and reduce the potential hazard in turning movements.

Current Situation: Existing roadways join at a point on a sharp horizontal curve, vertical curve combination. Sight distance if extremely limited and adjacent tangent roadway encourages higher than safe speeds. Suggested safe speed 15 MPH

ADT* 200 on Skogan Road 1520 on 362nd Drive

Posted Speed

1976 Accidents 1

Expected Benefits: Increase traffic safety for vehicles negotiating turning movements at the project intersection.

Method of Construction:

☐ Contract

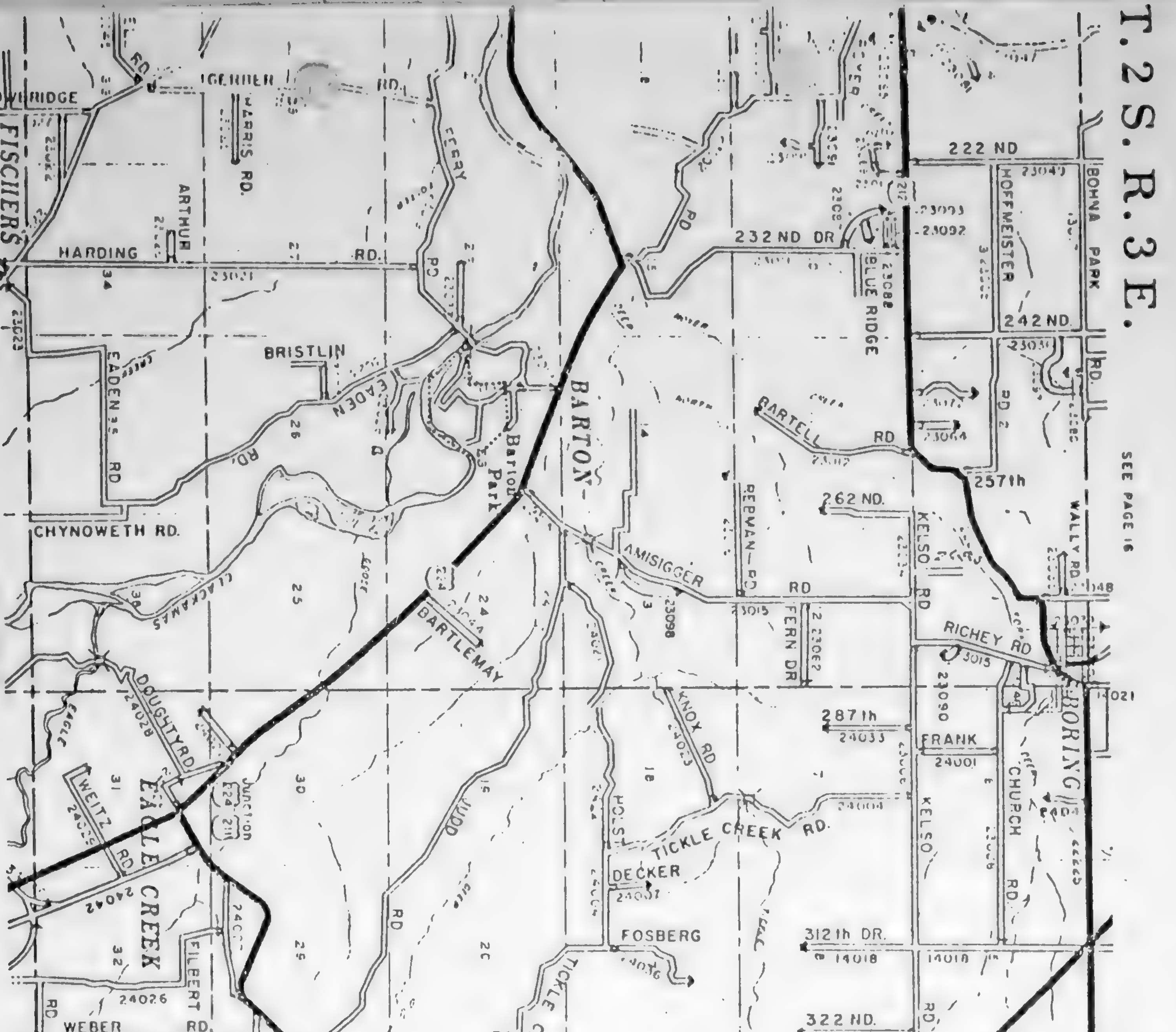
☐ State Forces

☒ Local Forces**

Estimated Cost $ 50,000.00

MA PDM PDE TSE SPC
ODOT - METRO
JAN 31 1978
AM PPS FILE T/A

*Average Daily Traffic
**Please attach six signed ORDER FOR FORCE WORK with Maps.


T.2S.R.3E.
T.2S.R.4E.
SEE PAGE 16
SEE PAGE 18
FISCHERS
RIDGE
RD.
GERBER
RD.
HARRIS RD.
ARTHUR
HARDING
RD.
FERRY
RD
232 ND DR
BLUE RIDGE
222 ND
HOFFMEISTER
BOHNA PARK
242 ND.
RD.
BRISTLIN
EADEN
RD.
BARTON
Barton Park
BARTELL
RD
257th
WALLY RD.
262 ND.
REDMAN
KELSO
RD
CHYNOWETH RD.
CLACKAMAS
AMISIGGER
RD
FERN DR
RICHEY RD
BARTLEMAY
DOUGHTY RD.
JUNCTION
EAGLE CREEK
WEITZ
RD
287th
FRANK
BORING
CHURCH
KNOX RD
TICKLE CREEK RD.
DECKER
JUDD
RD
FOSBERG
312th DR.
FILBERT
RD
WEBER
RD.
322 ND.
TICKLE CREEK
RD
329th PL.
329th
FRWY.
HOWLETT
RD.
DUNN
COLORADO
AUTUMN WAY
HERTRICK
SKOGAN
352 ND.
DUNN
359th
367 ND. DR
362 ND.
DEMING
367th
370th
BOITANO
PONDER LN.
RUDE RD
BORNSTEDT
BORNSTEDT
395th
DUBARKO
LAGENSAND
RD
MARSH
LUSTED RD.
23021
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24001
24004
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24042
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34006
24018
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24034
24005
24035
24019
24132
14021
24007
24036

1981 Bend WCL-Forest Bndry. 9314
Sec. of Century Dr. Hwy.
(Grading and paving)

9314

Deschutes Co.
#372

ROW 3:1

ROAD DESIGN SECTION 378-6558

September 24, 1982

J. B. Boyd, Manager
Right of Way Section

J. H. Versteeg
Road Design Engineer

Files 53002 (2) & 53003
Bend West City Limits-
Forest Boundary Section
Century Drive
Deschutes County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
[illegible]
[illegible]

RECEIVED
SEP 27 1982
ROAD DESIGN
SECTION

Do Not File
Return To
Bring
Action

Attached are descriptions (3 files), an authorization, correspondence and right of way prints covering right of way required for the subject section, requested by your office.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

931 C/

Sec. 372 N

ROAD DESIGN SECTION 378-6558

DES 16

Dale Allen
Region 4 Engineer, BEND

July 1, 1982

W. H. Wakerlig
Right of Way Descriptions Supervisor

Bend W.C.L.-Forest Boundary
Century Drive Highway
Deschutes County

Versteeg
Anderson
Adams
Olson
Sullivan
Turpin
Trout
Wakerlig

RECEIVED
JUL 1 1982
ROAD DESIGN SECTION

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Action

We are forwarding herewith a reproducible map covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209:250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Design Draftsman

ALD:rlr
Attachment

9314

L.

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
LOC 3

TO: Vernon E. Skoog
Highway Controller

DATE: June 1, 1982

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Transfer of Funds

copy 9 3 3
Acc 8-2
con [illegible]

Please transfer $31,760 from the Footpath and Bicycle Trails line item in the state construction budget to the Region 4 minor betterment account in accordance with the attached request.

FET:ge

cc E. S. Hunter
Dale Allen
Donald Shaffer

STATE OF OREGON
TECHNICAL SERVICES BRANCH

INTEROFFICE MEMO
ACC 9-3
LOC 3

TO: H. S. Coulter
State Highway Engineer

DATE: May 28, 1982

FROM: ESH
E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Transfer of Funds

Please transfer $31,760 from the bikeway line item in the State Construction Budget to Region IV's Minor Betterment Account No. 109-1265-898.

These funds are to reimburse the minor betterment budget for money spent on providing paved shoulder bike lanes between Bend and a project just completed by the WDFD which began at the Deschutes National Forest Boundary. This completes a route adequate for bicycling from Bend to Batchelor Butte.

Attached is a draft to Vern Skoog requesting the transfer.

Attachments

cc Dale Allen
Don Shaffer

RECEIVED
STATE HWY ENGR
JUN 1 '82
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
ACC 9-3

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: May 26, 1982

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Transfer of Funds
Bikeway to Minor Betterment

This request to transfer $31,760 in State Construction funds to cover the widening of Century Drive from Bend West City Limits to the Deschutes National Forest Boundary is recommended.

The construction of paved shoulders on this section connected existing bikeways in Bend with a bikeway constructed by the WDFD on the Forest Boundary-Big Springs Road Section, recently completed. With the completion of these two sections, adequate shoulders for bicycling are provided from Bend to Batchelor Butte.

Bicycling in the area should be enhanced by the completion of the route, especially trips between Bend and the Inn of the Seventh Mountain. In the past, tours have been arranged by the Inn and Sunriver in which riders and cycles were transported to Batchelor Butte and the group returned down hill. This practice may increase with completion of the route.

Attached are letters to Mr. Coulter requesting the transfer of funds from the bikeway line item in the State Construction Budget to Region Four's Minor Betterment account #109-1265-898.

A request for the transfer from R. L. Lammert is attached.

FET:ge
Attachments

cc Dale Allen
Donald Shaffer

APPROVED
E S Hunter
E. S. Hunter
Date 5-28-82

Forward to Scott for approval.

RECEIVED
TECHNICAL SERVICES
MAY 27 '82
REFER TO
FOR
Info Inves R/D

STATE OF OREGON

INTEROFFICE MEMO

TO: Donald E. Shaffer
State Bicycle Engineer

DATE: May 11, 1982

FROM: R. L. Lammert
District Engineer

SUBJECT: Bicycle Funds-See attached
Cost Transfer

This is a request for additional transfer of construction funds to indicated minor betterment prefix 109-1265-898.

These funds have already been spent for bicycle path construction out of District 10's maintenance budget. The first of the two transfers was installation of GM Rail and realignment of the roadway surface from MP 1.68 to 2.02 Century Drive Highway Number 372. This is being covered by a transfer of $28,000 from construction. The second project, Bend W.C.L.-Forest Boundry MP 2.04 to MP 4.18, has not been covered and needs an additional $31,760 transferred from construction funds to minor betterment funds.

Your response on this matter would be appreciated as this fiscal year is rapidly drawing to a close.

RLL:nr
Attachment
cc: Region

RECEIVED
MAY 13 1982
LOCATION
SECTION

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW: District 10 Maintenance Office

DATE OF REQUEST: 4-14-82

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CR: R&A Reports, Crew 14208 from 6-1-81 to 12-

DATE OF ORIGINAL TRANSACTION:

VENDOR'S NAME:

SEND ORIGINAL TO ACCOUNTING SECTION

ATE OR CHER NO.	DESCRIPTION	CHARGE PREFIX	CHARGE FUNCTION	CHARGE SUB FUNC	CHARGE OBJECT	CHARGE P/N GROUP	CHARGE AMOUNT		CREDIT PREFIX	CREDIT FUNCTION	CREDIT SUB FUNC	CREDIT OBJECT	CREDIT P/N GROUP	CREDIT AMOUNT		
	Century Drive Bikeway	109-1265	898				28,000	00	109-1265	198				28,000	00	1
	Hwy 372 at underpass															
	Deschutes County Install															
	GM Rail															
	Century Drive Bikeway, widen	109-1265	898				31,760	01	109-1265	198				31,760	01	1
	shoulders six feet to be															
	paved under contract NO.															
	9314, Bend WCL -															
	Forest Boundary															
						TOTAL	59,760	01					TOTAL	59,760	01	

ASON FOR THIS REQUEST:

ansfer expenditure from Minor Betterment to

icycle prefix.

PREPARED BY: H. V. Brunson

APPROVED: ORIGINAL SIGNED BY K.L LAMMERT

m 734-1087 (Rev 8/78)

9314 5-11-82 file L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. L. Coats No. 9314	Bend W.C.L.-Forest Boundary Deschutes County	April 9, 1982
Slayden & Holm, Inc. No. 9254	Gales Cr. (Parson Rd.) Br. Washington County	April 12, 1982
Gervais Const., Inc. No. 9247	Bear Cr. Overflow Bridge Coos County	April 14, 1982
Stach Const. Co. No. 9186	Yaquina River Bridges (M.P. 2.40 & 4.93) Lincoln County	April 27, 1982
Babler Bros., Inc. No. 9225	Hackett Dr.-Crescent Klamath County	April 29, 1982
Steeck Electric Co. No. 9271	Green Springs Hwy. @ Walker Ave. (Ashland) Jackson County	April 29, 1982
Douglas S. Coats, Inc. No. 9263	Oak St.-Ann St. (Ashland) Jackson County	May 3, 1982

May 11, 1982 C. T. Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9314

April 19, 1982

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9314

Gentlemen or Ladies:

On April 12, 1982, we wrote to you concerning release of final payment on Contract No. 9314 awarded to R. L. Coats for work on the Bend W.C.L.-Forest Boundary Section of the Century Drive Highway in Deschutes County.

Final payment on this contract is $1,000 and the total contract amount is $324,078.52. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
Dale Allen

9314

Deschutes Co.

DES 16

ROAD DESIGN SECTION

W. W. Robertson
Project Manager

February 24, 1982

N. E. Mann Orig signed by Mann
Design Team Supervisor

Bend WCL - Forest Boundary Section
Century Drive
Deschutes County

Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 26 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

We have reviewed your Construction Narrative Report on this project. While we have no specific comments to make regarding the project, I wish to congratulate you and your crew for making that extra effort to obtain the best possible job.

NEM:rw

cc: Dale Allen

9314

FORM 734-3801

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: BEND W.C.L. - FOREST BOUNDARY

WEEK ENDING: JANUARY 29, 82

SECTION PREFIX: 109-1026

HIGHWAY: CENTURY DRIVE

COUNTY: DESCHUTES

NAME OF JOB: BEND W.C.L. - FOREST BOUNDARY

KIND OF WORK: GRADING & PAVING

CONTRACTOR: R. L. COATS

CONTRACT NUMBER: 9314

FEDERAL AID PROJECT NUMBER: RS-159(3)

DATE OF CONTRACT: JUNE 29, 1981

DATE WORK STARTED:

ESTIMATED COMPLETION DATE: [redacted]

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 80

CALENDAR DAYS USED: 102

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 397,541.70 ~~362,541.70~~

EXCLUSIVE OF ENGINEERING: $ 368,793.90 ~~333,793.90~~

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ENGINEERING AUTHORIZATION: $ 28,747.80

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 353,453.08 ~~333,793.90~~

ENGINEERING COST TO DATE: $ 25,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . 11 %

PERCENT OF AUTHORIZATION . . 87 %

DATE PROJECT WAS COMPLETED: Oct 31 - 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100	100		

	GRADING	C.T.B. SURFACING	SH. AGGR. MAINTENANCE ~~MATERIALS~~	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.14	2.14	2.14		2.14
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.14	2.14	2.14		2.14
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,800 C.Y.	17,900 S.Y.	340 Ton		9,000 Ton
TOTAL QUANTITIES CORRECTED TO DATE	4,800 C.Y.	17,900 S.Y.	340 Ton		9,000 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3645	22,769	683		9,984
AVERAGE DAILY QUANTITIES	0	0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0		0
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT	0	0	0		0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Warming	0		Project Complete
MONDAY	Fair	0		" "
TUESDAY	Snow	0		" "
WEDNESDAY	Cloudy	0		" "
THURSDAY	Cloudy	0		" "
FRIDAY	Over cast	0		" "
SATURDAY		0		" "

RECEIVED
FEB 2 1982
CONSTRUCTION [illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted to Region January 29, 1982
This is the last weekly report

SIGNED W.W. Robertson LOCATION Bend.
by Tom Eiguren

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

9314

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

December 16, 1981

CON 5 #9314

R. L. Coats Construction Co.
P.O. Box 1008
Bend, OR 97709

RE: Time Extension Request
Bend WCL - Forest Boundary
Contract No. 9314
RS - 159(3)

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 22 calendar days is granted due to the performance of "added" work and "extra" work on this project.

This will eliminate all liquidated damages on this contract.

Sincerely,

C. T. Keasey

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:cb

cc. H.S. Coulter (att. 2 letters)
D.D. Allen " 1 "
W.W. Robertson " 1 "
Bob Church

RECEIVED
STATE HWY ENGR
DEC 17 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: Bryant Jackmond
Contract Administration Engineer

DATE: December 14, 1981

FROM: Robert C. Pool
Region Construction Engineer

SUBJECT: Bend WCL-Forest Boundary
Deschutes County
Contract No. 9314

Here is a request for additional time which was submitted by Bob Coats. Wil Robertson's recommendations are also attached. I agree with Wil. Items one through seven are pretty straight forward. Item eight requires some additional explanation.

The two left turn lanes were not part of this contract, but it was definitely to our advantage to have them paved at the same time the contract paving was done. We will be maintaining the additional lanes and this would be more difficult if they were tacked on afterwards. We gained by getting a good looking job with good longitudinal joints which were located between lanes instead of in the center of the lanes, where they would have been if the turn lanes had been constructed later.

I concur with Wil Robertson's recommendation of granting 25 additional days.

12-16-81

CTK -

I concur with Region & Proj. Mgr. and recommend granting a time extension of 22 calendar eliminating all liquidated damages. Time should be granted due to performance of "extra" and "added" work.

RCP:pw
Enclosure

cc: W.W.Robertson

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DEC 16 1981
CONSTRUCTION BRANCH

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FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97708

DATE December 8, 1981

TO Dale D. Allen
Regional Engineer

FROM W. W. Robertson W. W. Robertson
Project Manager

SUBJECT Bend W.C.L. - Forest Boundary-
Contract No. 9314
Deschutes County

Find attached for your review contractors request for increase in number of workdays on subject project. Information pertaining to the request are as follows.

Contract Award	June 29, 1981
Time Began	July 14, 1981
Work Began	August 13, 1981
Time Expired	October 1, 1981
Work Completed	October 30, 1981
Excess Time Used	22 Calendar Days
Contract Time	80 Calendar Days

Following find a breakdown of activities with dates that should be considered in a time extension.

1. July 20, 21, 23.

State maintenance crews hauled and placed materials. Constructing correct supers on two curves. The contractor delaying starting time on this contract. (three days)✓

2. August 19.

State maintenance crews hauling additional materials, contractor doing minor work.
(one day)✓

(con't)

3. September 4.

Contractor excavated and installed a 15-inch culvert crossing the highway,replacing a pipe that didn't conform to super rates and was plugged. This was a extra work item.
(one day)✓

4. September 8,9,10,11,14,15.

Contractor cement treating the base (including the super correction over the old surfacing). This item overran twenty-five per cent.
(one day)✓

5. September 22,23,28,29

Contractor blade patching the existing surfacing with Class 'B' Asphalt Concrete matching the super buildup with cement treated base. Not on plans or specifications.
(four days)✓

6. September 29 to October 14

Contractor paving eleven days. Item overran ten percent.
(one day)✓

7. October 22.

Contractor hauled and placed shoulder material. Item overran 100 per cent as all work was performed in one day.
(No days) (subtotal eleven days)

8. August 24 thru September 7.

Two private road approaches that required left turn lanes were constructed in conjunction with this project with agreement of all parties. The approach work was financed by the private party. The contractor was requied to clear,grade and miscellanous drainage work before commencing with the cement treatment operation so as the paving operation was constructed as one unit. This was a constion operation that eliminated the approach work after the main road construction was completed. This office recommends that this time be considered in lieu of constructing the contract and then constructing the left turn lanes and approaches.

This office would recommend that the contract be allowed eleven additional days for State related delays and work involving the super correction and fourteen days for constructing two left turn lanes.

9314

STATE HWY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 11-68	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Deschutes
MODIFICATION NUMBER 1	11-9-81	Project Number RS-159(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 19, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 362,542.00	$ 370,012.00
Federal funds	$ 319,690.00	$ 326,276.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of November, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D E Swan

Operation Programming Engineer
(Title)

~~By~~ XX For: H.S. Coulter

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon October 29, 1981

Federal Aid Project
No. RS-159(3)

Bend WCL-Forest Boundary Section
Century Drive Highway in Deschutes County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. 40+00 to Sta. 153+00)

Subtotal of previous estimate of August 13, 1981				$319,420.00
Previous Estimate				
Class "B" Asphalt Concete Mixture	9,000	Ton	9.00	$ 81,000.00
Revised Estimate				
Class "B" Asphalt Concrete Mixture	9,830	Ton	9.00	$ 88,470.00
			Increase	7,470.00
			SUBTOTAL	$326,890.00
			Engineering	43,122.00
			TOTAL	$370,012.00

Length of Project --------- 2.140 miles
Cost of Roadway Per Mile---$172,902.80

Federal Funds	$326,276.00
State Funds	43,736.00
TOTAL	$370,012.00

Group 1	100%
Contract No.	9314
Prefix	109-1026

4314

TO BE COMPLETED BY FHWA 8-125	U.S. DEPARTMENT OF TRANSPORT FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 8-19-81	COUNTY Deschutes PROJECT NO. RS-159(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Bend WCL-Forest Boundary

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-3-81	2.140

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 362,542.00	$ 319,690.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator AUG 19 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon August 13, 1981

Federal Aid Project
No. RS-159(3)

Bend WCL-Forest Boundary Section
Century Drive Highway in Deschutes County

PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. 40+00 to Sta. 153+00)

Mobilization		All Required	$ 15,680.00
Temporary Protection and Direction of Traffic		All Required	2,000.00
Temporary Signs	250 Sq. Ft.	4.00	1,000.00
Temporary Barricades	5 Each	50.00	250.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	1,000 Lin. Ft.	6.00	6,000.00
Temporary Plastic Safety Markers	9 Each	50.00	450.00
Temporary Delineators	120 Each	10.00	1,200.00
Flagmen	270 Hour	6.00	1,620.00
Pilot Car	90 Hour	10.00	900.00
General Excavation	4,800 Cu. Yd.	4.00	19,200.00
Aggregate Shoulders	340 Ton	5.00	1,700.00
Cement Treated Base	17,900 Ton	1.00	17,900.00
Cement for Treated Base	470 Ton	80.00	37,600.00
Asphalt in Chip Seal	19 Ton	200.00	3,800.00
Aggregate in Chip Seal	110 Cu. Yd.	12.00	1,320.00
Class "B" Asphalt Concrete Mixture	9,000 Ton	9.00	81,000.00
Asphalt Cement in Mixture	540 Ton	188.00	101,520.00
Asphalt in Tack Coat	15 Ton	200.00	3,000.00
Extra for Asphalt Approaches	13 Each	200.00	2,600.00
Delineators, Type 2	70 Each	10.00	700.00
Delineators, Type 3	24 Each	20.00	480.00
			$299,920.00

Anticipated Items		
Permanent Pavement Striping	All Required	$ 2,000.00
Permanent Signing	All Required	2,500.00
Asphalt Cement Adjustment	All Required	15,000.00
		$ 19,500.00
	SUBTOTAL	$319,420.00
	Engineering	43,122.00
	TOTAL	$362,542.00

Length of Project --------------- 2.140 miles
Cost of Roadway Per Mile -------$169,412.15

Federal Funds (88.18%)----------$319,690.00
State Funds --------------------- 42,852.00
TOTAL $362,542.00

Group 1 100%
Contract No. 9314
Prefix 109-1026

9314

CON 5
9314

DATE: October 8, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Bend W.C.L.-Forest Boundary
Century Drive
Contract No. 9314

The need for an increase in the authorization for this federal-aid grading and paving project is apparent. The grading work has been completed and the paving is scheduled to be performed this month.

The existing roadbed required reshaping at both curves in order to obtain the standard super rates. This caused an overrun of the cement treated base items of approximately $35,000, all of which is eligible for federal participation.

It is recommended that the authorization for this project be increased by $35,000 or 9.6 percent, to a new total of $397,541.70. This matter will be on the consent calendar for the October 22 meeting.

OBJ:mk 1b

bc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
D. D. Allen
George Bell

9314 L.

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: October 7, 1981

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
H.S.COULTER

SUBJECT: Request for Increase in Project Authorization
Bend W.C.L.-Forest Boundary
Century Drive
Contract No. 9314

The need for an increase in the authorization for this federal-aid grading and paving project is apparent. The grading work has been completed and the paving is scheduled to be performed this month.

The existing roadbed required reshaping at both curves in order to obtain the standard super rates. This caused an overrun of the cement treated base items of approximately $35,000, all of which is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission as is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: Dale Allen
W. W. Robertson
Robert Church
D. E. Swan

OK/R

9314

2.

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: FILE

DATE: June 10, 1981

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 25, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 25, 1981, on the following projects:

1. 362nd Drive @ Skogan Road
   Skogan Road, Clackamas County
   Grading and Paving
   Connection revision
   Twelve-foot lanes with three-foot shoulders

   Footpaths and bicycle trails will no tbe established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Bend W.C.L. - Forest Boundary
   Century Drive Highway, Deschutes County
   Grading and Paving
   Six-foot bike lanes on this project to be striped and signed

3. Swalley Canal-McKenzie-Bend Interchange
   The Dalles-California Highway, Deschutes County
   Paving
   Six-foot shoulders on this project to be signed and striped as bike lanes

4. Sherman Avenue-Eugene Street (Hood River)
   Serpentine Road, Hood River County
   Grading and Paving
   City Street. Twelve-foot lanes with eight-foot parking lanes

   Same as No. 1.

Contains
Recycled
Materials

5. Jordan Creek (Danner) Bridge
County Road 995, Malheur County
Structure
Minor realignment with structure replacement
Twenty-eight-foot aggregate surfacing

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Boone Road S.E.-Barnes Avenue S.E. (Salem)
Pacific Highway East, Marion County
Grading and Paving
Twelve-foot lanes, fourteen-foot continuous left-turn lane and eight-foot minimum shoulders

Same as No. 1.

7. 35th Avenue Realignment at Silverton Road (Salem)
35th Avenue N.E., Marion County
Grading and Paving
An eight-foot sidewalk will be constructed for bicycle and pedestrian use

8. Bombing Range Road-Butter Creek (Unit 1)
Lexington-Echo Highway, Morrow County
Paving
Primarily overlay with twelve-foot lanes and two-foot shoulders

Same as No. 1.

9. Bensel Road-Hermiston Ditch
River Road, Umatilla County
Grading and Paving
Twelve-foot lanes with four-foot shoulders

Same as No. 1.

10. Pine Street N.E.-Division Street N.E. (Salem)
Liberty Street-Commercial Street Couplet, Marion County
Grading and Paving
Nominal curb-to-curb width is thrity-six feet incorporating two fourteen-foot travel lanes and an eight-foot combination emergency parking and bicycle lane. Five-foot sidewalks on each side for pedestrian use

HSC:RS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9314

STATE OF OREGON

INTEROFFICE MEMO

DATE: June 5, 1981

TO: Vernon Skoog
Accounting

FROM: R. L. Lammert
R. L. Lammert
District Engineer

SUBJECT: Right Turn Lane
Entrada Lodge

H.S.COULTER

Enclosed is check No. 407074 for the estimated cost of construction of a right turn lane to Entrada Lodge, Inc.

The construction will be done under a proposed formal contract for cement treated shoulders and overlaying Century Drive with State forces doing the earth work.

Approval of the work has been received from the Region Engineers.

RLL:kb

cc: H. S. Coulter
C. T. Keasey
Dale Allen

RECEIVED
STATE HWY ENGR
JUN 8 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9314

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-3-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-159(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division, Salem, OR

4. PROGRAM NO.

5. ITEM NO. 10074

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, OR

7. DATE AUTHORIZATION EFFECTIVE 6-3-81

8. FEDERAL ROUTE NUMBER Secondary 159

9. STATE ROUTE NUMBER Secondary 372

10. GENERAL LOCATION:
Bend WCL - Forest Boundary Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain, and pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ XX CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letters of 5-28-81 and 6-1-81, you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $490,000, Federal Funds $432,080 in a-cordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry, dated 5-28-81, that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
JUN 10 '81
REFER TO
FOR
Info Inves R/D D/R Sgn Act File

14. DATE 6-3-81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

93K

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 28, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

Project Data Submission
Key No. 10074
Project No. RS-159(3)
Bend WCL-Forest Boundary Section
Deschutes County

Attached support data consists of PR-1 forms with project maps.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $490,000 with an obligation of $432,080 in Federal funds in accordance with the approval Certification Acceptance Plan.

DRH:bkc
Attachments

cc: Dale D. Allen (Region 4)
General Files

Form 734-3122

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/27/81

Donald L Ross

Bill

June 25, 1981 Bid Letting ____________ All Clear Deadline

SECTION Bend WCL-Forest Boundary Section
Highway Century Drive
County Deschutes Region 4
Type of Work ____________ Funds ______
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

~~Const Noise~~ ✓

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						2 Exc
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☐	☐	☐	☐	

7314 No 372

STATE OF OREGON INTEROFFICE MEMO

TO: Project Management
Final Design
Traffic

DATE: May 26, 1981

FROM: Donald E. Shaffer Don
Bicycle Route Engineer

SUBJECT: Bend W.C.L.-Forest Boundary Section
Century Drive Highway
Deschutes County

Please take the necessary steps to sign and stripe the shoulders of the above-named project as bicycle lanes and charge the work to the bicycle program (Group 8).

DES:ge

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen Watson Hansen
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Note:
Have form letter
on bike charges prepared
& sent to Spees & Shaffer

Lyle
Please
[illegible]

1 Versteeg
Anderson
2 Christensen
Olson
Sullivan
Terpin
3 Trout
Wakerlig

RECEIVED
MAY 26 1981
ROAD DESIGN
SECTION

Do Not File ☐
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Bring Up / /
Action

Contains Recycled

9314

ROAD DESIGN SECTION 378-6558

May 6, 1981

J. B. Boyd, Manager
Right of Way Section

J. H. Versteeg
Road Design Engineer

Files 51907 & 51908
Bend West City Limits-
Forest Boundary Section
Century Drive Highway
Deschutes County

Attached are two descriptions, an authorization and prints for the subject maintenance project.

A construction project covering the above limits is tentatively scheduled for fiscal fourth quarter of 1982.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Engineer

WHW:rlr
Attachments

NOTED
L. K. WATSON

REFERRED TO
____Beard____Stoudenmeyer____
____Cole____✓ Mann____
____Eriksen____Watson____
____Hager____Dorn____Leu____
[✓ Return] Discuss Do File Copy Due____
BY FINAL DESIGN ENGINEER

9314

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-5-80

FEDERAL AID PROJECT NO. S-159(2)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 10074

COUNTY NAME Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, OR

12-15

RECEIVED
STATE HWY ENGR
DEC 15 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Art | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 12/4/80

FEDERAL ROUTE NUMBER Secondary 159

STATE ROUTE NUMBER Secondary 372

GENERAL LOCATION:

Bend WCL - Forest Boundary Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including Utility preparatory work
TEC $11,200 F.F. $9,872
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's Letter of 11/24/80.

DATE 12/5/80

SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-641-858

9314

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

November 24, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10074
Project No. RS-159(2)
Bend WCL-Forest Boundary Section
Deschutes County

Enclosed is data consisting of PR-1 forms, Authority for Survey & sketch maps for the subject project.

I request the following:

1) Concurrence that the project falls under the Statewide Categorical Exclusion approved by FHWA on February 25, 1980.

2) Authorization to proceed with all phases of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval at an estimated total cost of $11,200 with an obligation of $9,872 in Federal funds.

CL:bke
Enc.

cc: D.D. Allen
General Files

Form 734-3122

9311 10-16-80 372

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE
PREFIX

1 - IDENTIFICATION

PROJECT NAME: Bend WCL-Forest Boundary

HIGHWAY NAME: Century Drive

HIGHWAY NUMBER: 372

REGION 4	ADMINISTRATIVE DISTRICT 10	COUNTY Deschutes	CITY
LENGTH 2.0	MILEPOST NUMBER 2.2 TO 4.2	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Widen, cement treat the existing shoulder areas and overlay with A.C. The existing consists of 22' of pavement with 1' - 4' cinder shoulders. The final section will have 12' paved travel lanes and 6' paved shoulder/bikeways.

State maintenance forces are presently doing the widening work and will backfill with a good grade of granular material amenable to cement treatment.

1 Versteeg /
Anderson
2 Christensen Doc
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
OCT 23 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 1500

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
55	AASHTO	☐ LIGHT ☒ MEDIUM ☐ HEAVY

REFERRED TO
Beard
Stoudenmeyer
Cole
Mann
Eriksen ✓
Watson W
Hager
Dorn
Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

APPROVED
Frank E. Terpin
Location Engineer
Date 10/16/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 11 ft.	2 - 12 ft.
SHOULDERS	2 - 1' - 4' cinder	* 2 - 6 ft
MEDIANS	None	None
PARKING LANES	"	"
SIDEWALKS	"	"
BIKEWAYS	"	Shoulder/Bikeways
INTERCHANGES	"	None
OTHER:	"	"

* AASHTO Min. = 8' Shldrs.

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☒	☐	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	ES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source (commercial)	☒	☐	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Power - telephone
Natural Gas - Water

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☐ N/A	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2)	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

	(Region)	(Salem)
RECOMMENDED CONSTRUCTION DATE		F 30 '82

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Asphaltic Concrete	3"	3"
Cement treated subgrade	12"	

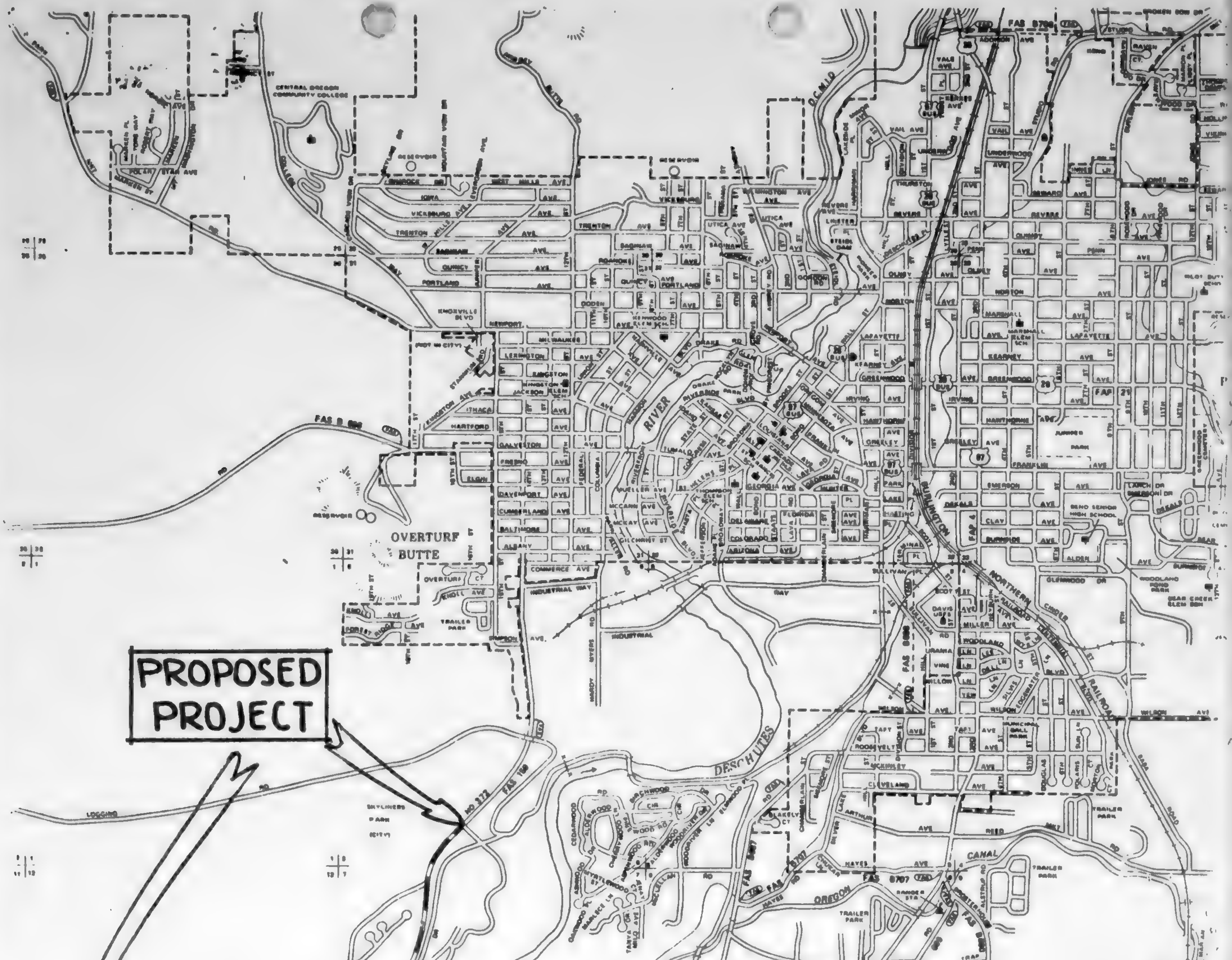
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	10,000.	11.200
RIGHT OF WAY		
TRAFFIC CONTROL	20,000.	35.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	449,800	456.000
OTHER		
ENGINEERING & CONTINGENCIES 13.5%	70,000.	70.000
PROJECT TOTAL	$ 550,000.	572.200

SUBMITTED BY Region Federal Aid Engineer, J. R. Hagedorn


PROPOSED PROJECT
OVERTURF BUTTE
DESCHUTES
RIVER
0.5'
Const. ℄
Extg ℄
6' *
12'
12'
6' *
Salvage Extg. 26'±
3" A.C. O'lay
12" C.T.B.
Aggr. Shldr. Mat'l
* AASHTO Min. 8' Shldrs.

1981 Swalley Canal-McKenzie/ 9315
Bend Intchg. Sec. of The Dalles-
Cal. Hwy. (Paving)

4512

B

☆U.S. GOVERNMENT PRINTING OFFICE: 1974—732-028

nig cc: OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Deschutes	DIVISION Oregon
DATE OF REPORT 1-13-83	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. F-4-2(12)
COMPLETION DATE 10-12-81	ACCEPTANCE DATE BY CONTRACT AGENCY 3-2-82	TIME ELAPSED 100 %	CONTRACT TIME 91 calendar days
APPROVED EXTENSIONS 1 calendar day	LOCATION Approximately 3 miles north of the city of Bend		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
JAN 24 '83
REFER TO Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cy
1/26

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SWALLEY CANAL - McKENZIE/BEND INTERCHANGE SECTION
THE DALLES - CALIFORNIA HIGHWAY
Paving

This project provided for the paving of approximately 1.06 miles of The Dalles - California Highway to a 4-lane section.

The contractor used 91 calendar days to complete the project work. The contract provided 90 calendar days. The contractor requested and the State granted a 1-day time extension on the project, based on the additional work done under bid items "07 Aggregate Shoulders" and "08 Class 'B' Asphaltic Concrete Mixture."

The final cost of the project, including engineering and all changes, was $149,619.27. The final amount of the original contract items was $133,352.31 or 41.8 percent overrun of the contract amount of $105,522.00. The large overrun resulted from the additional asphalt concrete which was necessary to properly level up the existing road. The additional cost to do this work was approved on October 22, 1981. The payment for the additional work was made under the bid items contained in the contract.

A final inspection of the completed work was made on October 28, 1981.

All participating work is complete; all signing and striping are complete.

--- DBC ---

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by [illegible] Carter [illegible]		SIGNATURE [illegible] [illegible]NER [illegible]	
TITLE	DATE 1/13/83	TITLE	DATE 1/21/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

F

9315

L.

April 15, 1982

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9315

Gentlemen or Ladies:

On March 9, 1982, we wrote to you concerning release of final payment on Contract No. 9315 awarded to R. L. Coats for paving on the Swalley Canal-McKenzie/Bend Interchange Section of The Dalles-California Highway in Deschutes County.

Final payment on this contract is $3,456.05 and the total contract amount is $132,843.77. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
Dale Allen

9315

3-4-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Donald M. Drake Co. No. 9046	Columbia Slough Structures Multnomah County	Feb. 17, 1982
Morse Bros.Prestress,Inc. No. 9106	Multnomah Co. Maintenance & Operations Fac., Phase 2 Multnomah County	Feb. 19, 1982
J. C. Compton Co. No. 9213	Cannon Beach Jct.-Necanicum Jct. Clatsop County	Feb. 19, 1982
E. Carl Schiewe, Inc. No. 9219	Columbia River-Lake Road Multnomah County	Feb. 22, 1982
J. C. Compton Co. No. 9249	Hayesville Intchge-Battle Cr. Marion County	Feb. 22, 1982
Wildish Const. Co. No. 8975	Willamette River-Goshen Lane County	Feb. 24, 1982
Hamilton Elect., Inc. No. 9142	NW Nye St.-Ore. Coast Hwy. (Newport) & Corvallis/Newport Hwy. & John Moore Rd. Lincoln County	Feb. 24, 1982
Delph Const. Co. No. 9273	Trout Creek Culverts Hood River County	Feb. 25, 1982
R. L. Coats No. 9351	SCL Madras-Madras/Prineville Hwy. Jct. Jefferson County	March 2, 1982
R. L. Coats No. 9315	Swalley Canal-McKenzie/Bend Intchge. Deschutes County	March 2, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Roy L. Houck Const. Co. No. 9233	Cascade Hwy. S. @ Warner/ Milne Rd. (Oregon City) Clackamas County	March 3, 1982
Lundeen Coatings Corp, No. 9335	Willamette River (Jasper) Br. Lane County	March 3, 1982

March 4, 1982 O. B. Jackmund

For C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9315

L.

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SWALLEY CANAL - McKENZIE BEND INTCHGE.

WEEK ENDING: January 9-82

SECTION PREFIX: 9-1027

HIGHWAY: THE DALLES - CALIFORNIA

COUNTY: DESCHUTES

NAME OF JOB: SWALLEY CANAL - McKENZIE/BEND INTCHGE

KIND OF WORK: PAVING

CONTRACTOR: R.L. COATS

CONTRACT NUMBER: 9315

FEDERAL AID PROJECT NUMBER: F-4-2(12)

DATE OF CONTRACT: JUNE 30, 1981

DATE WORK STARTED: JULY 20, 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 90

CALENDAR DAYS USED 90

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 100

PROJECT AUTHORIZATION: $ 123,172.47

EXCLUSIVE OF ENGINEERING: $ 136 214.26 ~~113,405.49~~

ENGINEERING AUTHORIZATION $ 9,766.98

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 136 314.26 ~~135,905~~

ENGINEERING COST TO DATE $ 8600

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

Add Auth 28000

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 88 %

DATE PROJECT WAS COMPLETED: Oct 12-81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	AGGR. SHLD. GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.06				1.06
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.06				1.06
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,200 Ton				4,000 Ton
TOTAL QUANTITIES CORRECTED TO DATE	1,200 Ton				4,000 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1880				4854
AVERAGE DAILY QUANTITIES	0				0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				0
NUMBER OF SHIFTS PER DAY	0				0
HOURS PER SHIFT	0				0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

Jan	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3		0		Project Completed
MONDAY 4		0		
TUESDAY 5		0		
WEDNESDAY 6		0		
THURSDAY 7		0		
FRIDAY 8		0		
SATURDAY 9		0		

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CONSTRUCTION BRANCH
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Working on other projects

SIGNED H H Robertson LOCATION Bend OR 97708

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9315

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO :

December 11, 1981

CON 5 #9315

R. L. Coats
63285 Skyline Ranch Ranch Rd.
Bend, OR 97701

NOTED
H.S. COULTER

Re: Time Extension Request
Swalley Canal-McKenzie/Bend Int.
FAP No. F-4-2(12)
Contract No. 9315

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of one calendar day is granted due to additional quantities of work done under Bid Item 07 - Aggregate Shoulders and Bid Item 08 - Class "B" Asphaltic Concrete Mixture.

This will eliminate all liquidated damages under this contract.

Sincerely,

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
D. D. Allen "
W. W. Robertson "
FHWA "
Bob Church

RECEIVED
STATE HWY ENGR
DEC 14 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97708

ASHE J
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RECEIVED
DEC 10 1981
CONSTRUCTION
BRANCH

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DATE December 4, 1981

TO Dale D. Allen
Regional Engineer

FROM W. W. Robertson
Project Manager W W Robertson

SUBJECT Swalley Canal - McKenzie/Bend Intchge
Contract No. 9315
Deschutes County
Increase in Number of Workdays

Find attached for your review contractors request for increase in number of workdays on subject project. Information pertaining to the request are as follows.

Contract Award	June 30, 1981
Time Began	July 14, 1981
Work Began	July 20, 1981
Time Expired	October 11, 1981
Work Completed	October 12, 1981
Excess Time Used	1 Calendar Day
Contract Time	90 Calendar Days

The contractor request for one extra day due to the increase in quantities of aggregate shoulder from 1,200 tons to 1,880 tons, Class 'B' Asphalt Concrete Mixture was increased from 4,000 tons to 4,853 tons. This office recommends that this request be granted due to these increases.

Recommend approval
12-8-81

12-11-81

CTK -

I concur with recommendation to grant a one calender day time extension due to additional quantities of work performed.

9315

STATE COPY 2.

TO BE COMPLETED BY FHWA	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 10-154		County Deschutes
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number F-4-2(12)
MODIFICATION NUMBER	10/26/81	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 19, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 121,016.00	$ 146,480.00
Federal funds	$ 106,712.00	$ 129,166.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of October, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon October 21, 1981

Federal Aid Project
No. F-4-2(12)

Swalley Canal-McKenzie/Bend Interchange
The Dalles-California Highway
Deschutes County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 637+10 to Sta. 693+00)

Subtotal of previous estimate of August 12, 1981 $106,622.00

Previous Estimate

Class "B" Asphaltic Conc. Mixture	4,000 Ton	9.50	$ 38,000.00
Aggregate Shoulders	1,200 Ton	5.00	6,000.00
Asphalt Cement in Mixture	215 Ton	190.00	40,850.00
			$ 84,850.00

Revised Estimate

Class "B" Asphaltic Conc. Mixture	4,850 Ton	9.50	$ 46,075.00
Aggregate Shoulders	1,600 Ton	5.00	8,000.00
Asphalt Cement in Mixture	296 Ton	190.00	56,240.00
			$110,315.00
		Increase	$ 25,465.00
		Subtotal	$132,087.00
		Engineering	14,393.00
			$146,480.00

Length of Roadway ------------- 1.059 mile
Cost of Roadway Per Mile ------$138,319.16

Federal Funds -----------------$129,166.00
State Funds ------------------- 17,314.00
TOTAL $146,480.00

Group 1 91%; Group 8 9%
Contract No. 9315
Prefix: 9-1913
9-1027

9315

STATE COPY L,

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
8-124		COUNTY Deschutes
	FEDERAL-AID PROJECT AGREEMENT 8-19-81	PROJECT NO. F-4-2(12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Swally Canal - McKenzie/Bend Intchge.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-3-81	1.059

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 121,016.00	$106,712.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~XXX~~ For: H.S. Coulter

State Highway Engineer
(Title)

By __________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator AUG 1 8 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon August 12, 1981

Federal Aid Project
No. F-4-2(12)

Swally Canal-McKenzie/Bend Interchange
The Dalles-California Highway
Deschutes County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 637+10 to Sta. 693+00)

Mobilization		All Required	$ 10,000.00
Temporary Protection and Direction of Traffic		All Required	2,000.00
Temporary Signs	343 Sq. Ft.	4.00	1,372.00
Temporary Barricades	2 Each	50.00	100.00
Flagmen	180 Hour	20.00	3,600.00
Preparation of Shoulders	0.55 Mile	2,000.00	1,100.00
Aggregate Shoulders	1,200 Ton	5.00	6,000.00
Class "B" Asphalt Concrete Mixture	4,000 Ton	9.50	38,000.00
Asphalt Cement in Mixture	215 Ton	190.00	40,850.00
Extra for Asphalt Approaches	9 Each	200.00	1,800.00
Delineators, Type 2	30 Each	10.00	300.00
			$105,122.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,100.00
Bikeway Pavement Striping	All Required	400.00
	SUBTOTAL	$106,622.00
	Engineering	14,394.00
	TOTAL	$121,016.00

Length of Roadway ------------------ 1.059 mi.
Cost of Roadway Per Mile -----------$114,273.84

Work Retained in Program Status
(Not included in Amounts below)

Work by P.P.&L.	All Required	$ 1,500.00

Federal Funds (88.18%) ---------	$106,712
State Funds --------------------	14,304
TOTAL	$121,016

Group 1 91%; Group 8 9%
Contract No. 9315
Prefix 9-1913
Prefix 9-1027

Swally Canal-McKenzie/Bend Intchge.
The Dalles-California Highway
Deschutes County

State Responsibility (Non-Participating Items)

Furnishing and installing mailbox posts	4 Each	100.00	$ 400.00

9315

CON 5
9315

DATE: October 6, 1981

TO: Oregon Transportation Commission

FROM: /s/ L. W. Rulien
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Swalley Canal-McKenzie/Bend Interchange Section
The Dalles-California Highway
Contract No. 9315, FAP No. F-4-2(12)

The federal-aid paving project is nearly complete, and the need for an increase in the project authorization of $22,800 or 18.5 percent, has become apparent.

The contract quantity of asphalt concrete did not provide for leveling which was needed to fill in wheel ruts. This leveling caused the Class "B" Asphalt Concrete item to overrun by approximately $8,100. The other major overrun item was Asphalt Cement in Mixture. In addition to the leveling, additional asphalt cement was required because the contract estimated quantity did not provide sufficient asphalt to meet the project mix design. This item overran by approximately $15,500.

The increased project cost is eligible for federal participation.

It is recommended that the authorization for this project be increased by $22,800 to a new total of $145,972.47. This matter will be on the consent calendar for the October 22 meeting.

OBJ:mk 1b

bc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
D. D. Allen
George Bell

9315

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: October 2, 1981

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
H.S. COULTER

SUBJECT: Request for Increase in Project Authorization
Swalley Canal-McKenzie/Bend Intch. Section
The Dalles-California Highway
Contract No. 9315, FAP No. F-4-2(12)

This federal-aid paving project is nearly complete and the need for an increase in the project authorization of $22,800, or 18.5%, has become apparent.

The contract quantity of asphalt concrete did not provide for leveling which was needed to fill in wheel ruts. This leveling caused the Class "B" Asphalt Concrete item to overrun by approximately $8,100. The other major overrun item was Asphalt Cement in Mixture. In addition to the leveling, additional asphalt cement was required because the contract estimated quantity did not provide sufficient asphalt to meet the project mix design. This item overran by approximately $15,500.

The increased project cost is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission, as is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

cc: Dale Allen
W. W. Robertson
Robert Church
D. E. Swan

RECEIVED
STATE HWY ENGR
OC [illegible] '81
REFER TO
FOR
Info Inves R&D D.R. Sign Att File

OK/R

#1215

S. HUNT

ROW 18-4

July 16, 1981

Mr. Jim Fisher
Line Extension Supervisor
Pacific Power & Light Company
P.O. Box 1209
Bend, OR 97708

Quit Claim Deed
Power Line Easement
Jack Holt & David Holt Property
Swalley Canel-McKenzie/Bend Intchg.
Section
The Dalles-California Highway
Deschutes County
File No. 51832

Dear Jim:

Here is a Quit Claim Deed for the relinquishment of your interest in State highway right of way acquired from Jack Holt and David Holt for the construction of the Swalley Canel-McKenzie/Bend Interchange Section of the Dalles-California Highway.

I've been advised by Richard O. Havig, Region IV Utility Engineer, that you met in the field on July 15, 1981 and it was mutually agreed that you would relinquish your interest in the property described in the Quit Claim Deed.

Please return the fully executed original copy of the Quit Claim Deed to this office. Thank you for your cooperation.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Engineer

JMC/llr

bc: E. S. Hunter
J. B. Boyd
Dale D. Allen
Harold Brainerd
R. O. Havig

RECEIVED
TECHNICAL SERVICES
JUL 17 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9315

2.

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: FILE

DATE: June 10, 1981

FROM: H S Coulter
H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 25, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 25, 1981, on the following projects:

1. 362nd Drive @ Skogan Road
   Skogan Road, Clackamas County
   Grading and Paving
   Connection revision
   Twelve-foot lanes with three-foot shoulders

   Footpaths and bicycle trails will no tbe established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Bend W.C.L. - Forest Boundary
   Century Drive Highway, Deschutes County
   Grading and Paving
   Six-foot bike lanes on this project to be striped and signed

3. Swalley Canal-McKenzie-Bend Interchange
   The Dalles-California Highway, Deschutes County
   Paving
   Six-foot shoulders on this project to be signed and striped as bike lanes

4. Sherman Avenue-Eugene Street (Hood River)
   Serpentine Road, Hood River County
   Grading and Paving
   City Street. Twelve-foot lanes with eight-foot parking lanes

   Same as No. 1.

Contains Recycled Materials

5. Jordan Creek (Danner) Bridge
   County Road 995, Malheur County
   Structure
   Minor realignment with structure replacement
   Twenty-eight-foot aggregate surfacing

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Boone Road S.E.-Barnes Avenue S.E. (Salem)
   Pacific Highway East, Marion County
   Grading and Paving
   Twelve-foot lanes, fourteen-foot continuous left-turn lane and eight-foot minimum shoulders

   Same as No. 1.

7. 35th Avenue Realignment at Silverton Road (Salem)
   35th Avenue N.E., Marion County
   Grading and Paving
   An eight-foot sidewalk will be constructed for bicycle and pedestrian use

8. Bombing Range Road-Butter Creek (Unit 1)
   Lexington-Echo Highway, Morrow County
   Paving
   Primarily overlay with twelve-foot lanes and two-foot shoulders

   Same as No. 1.

9. Bensel Road-Hermiston Ditch
   River Road, Umatilla County
   Grading and Paving
   Twelve-foot lanes with four-foot shoulders

   Same as No. 1.

10. Pine Street N.E.-Division Street N.E. (Salem)
    Liberty Street-Commercial Street Couplet, Marion County
    Grading and Paving
    Nominal curb-to-curb width is thrity-six feet incorporating two fourteen-foot travel lanes and an eight-foot combination emergency parking and bicycle lane. Five-foot sidewalks on each side for pedestrian use

HSC:RS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9315

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-3-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-2(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10085

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/3/81

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:
Swalley Canal - McKenzie/Bend Interchange

11. GENERAL DESCRIPTION OF WORK
High Type Pavement (3R)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping S.F. $1,100
Bikeway Pavement Striping S.F. $400

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 6/1/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a Total estimated cost of $168,000 Federal Funds $148,140.

A signed copy of the Title Sheet is returned herewith.

[illegible]

RECEIVED
STATE HWY ENGR
JUN 10 '81
REFER TO
Manning
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 6/3/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9315

4

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/27/81
Donald L Rout

Tom

June 25, 1981 Bid Letting ____________ All Clear Deadline

SECTION Swalley Canal-McKenzie/Bend Interchange
Highway Highway 97
County ____________ Region 4
Type of Work Left Turn ____________ Funds ____________
State ____ Consultant ____ Plans Avail. ✓ Yes ___ No

Const Noise

2 Exc

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☐	☐	☐	☐	

9315

L.

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 20, 1981

PRO 6-2

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM:
D.E. Swan
Operation Programming Engineer

SUBJECT:
Project Data Submission
Item No. 10085
Project No. F-4-2(12)
Swalley Canal-McKenzie/Bend Intchge. Sec.
Deschutes County

Attached is support data consisting of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 25, 1981.

JLG:bkc
Attachments

cc: Dale Allen (Region 4)
General Files

Form 734-3122

9315

4

ROAD DESIGN SECTION 378-6558

J. E. Boyd, Manager
Right of Way Section

March 9, 1981

J. H. Versteeg
Road Design Engineer

File No. 51854
Swalley Canal
McKenzie/Bend Interchange Section
The Dalles-California Highway
Deschutes County

Attached is a description, an authorization and prints covering access control required for subject project, scheduled for August 20, 1981.

By: R

Robert R. Rounds
R/W Descriptions Supervisor

RRR:rlr
Attachments

93.

4

February 12, 1981

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE FEB 12 1981 RDE
RSO REGION 4 RBE
ASSIGNED________

Bob Lovlien
40 NW Greenwood Avenue
Bend, OR 97701

RE: North Highway 97 Project
Swalley Canal-McKenzie/Bend Interchange
US 97, Deschutes County

Dear Bob:

You have advised that the parties involved in the above project have placed the necessary funds in escrow this date and you are prepared to proceed with awarding a contract to accomplish the necessary work outlined in the attached miscellaneous permit application.

Upon satisfactory completion of the above work, the Department of Transportation will proceed to pave, stripe, and sign this section for a continuous left-turn lane. Our portion of this cooperative project is currently on the letting schedule for August 20, 1981.

It is further agreed and understood that these owners will limit their points of access to approximately those locations shown colored in pink in Sid McGills February 8, 1980 letter and provide the necessary right of way identified in the recent appraisals.

Yours very truly,

Dale D Allen

Dale D. Allen
Region Engineer

DA:mr
encl

bc: H. S. Coulter
D. E. Swan
J. H. Versteeg
J. B. Boyd
R. L. Lammert

PERMIT UNIT
RECEIVED
FEB 19 1981
☐ DP ☐ OE ☐ CW ☐ ACW ☐ ACW
☐ O-S ☐ TS ☐ ATS ☐ ATS ☐ FILE

OREGON STATE HIGHWAY COMMISSION

Form 81-734-3457

APPLICATION AND PERMIT TO OCCUPY OR PERFORM OPERATIONS UPON A STATE HIGHWAY

Permit Number:

Name and Address of Applicant:

Jack Robinson & Sons, Inc.
63055 O.B. Riley Rd.
Bend, Oregon 97701

Applicant hereby applies to the Oregon State Highway Commission for permission to perform the following operations upon the right of way of the The Dalles-California Highway, No. 4, Deschutes county, between/XXXXXX Swalley Canal, and Sisters Interchange as shown on the map or plan attached hereto and by this reference made a part hereof.

☐ Construct, operate and maintain a ________ pole line.

☐ Construct, operate and maintain a ________ buried cable.

☐ Construct, operate and maintain a ________ pipe line.

Highway Ref. Map No. ________

☐ Erect and maintain a non-commercial sign.

☒ Miscellaneous operations and/or facilities as described.

POLE LINE, BURIED CABLE OR PIPE LINE TO BE CONSTRUCTED ALONG OR ACROSS SAID HIGHWAY AT:

Mile Post	to Mile Post	Engineers Station	to Station	Side of Hwy. or Angle of XING.	Distance from Centerline	Distance from R/W Line	Buried Cable or Pipe Depth	Buried Cable or Pipe Size and Kind	Span Length
133.58	134.57	640+00	692+00						

SIGN TO BE ERECTED ON SAID HIGHWAY AT:

Mile Post	Engineers Station	Distance from Highway Centerline	Distance from Shoulder	Side of Highway	Remarks

DESCRIPTION AND LOCATION OF MISCELLANEOUS OPERATIONS AND/OR FACILITIES

Perform all earthwork, furnish and place 1½"-0 base material, furnish and place 3/4"-0 leveling course. All work shall be to lines and grade as shown on the typical section and as staked in the field and as set forth in the Standard Specification for Highway Construction or as directed by the Engineer. Provide signing, flagging and barricades as per Manual on Uniform Traffic Control Devices. Payment for work shall be the responsibility of others.

Recommended for approval: Robert L Lammert
District Engineer

Regional Engineer 2/13/81

This permit is issued by the Commission subject to the terms and provisions contained herein and/or attached hereto; this permit is accepted and approved by applicant subject to said terms and provisions.

Applicant: Jack Robinson & Sons, Inc.
By: Eldon Robinson

Date of Application: 2-13-81

OREGON STATE HIGHWAY COMMISSION
By: ________
Effective Date: ________

SP*79695-734

GENERAL PROVISIONS

The appropriate General Provisions contained in "Oregon State Highway Commission, GENERAL PROVISIONS, for Pole Line, Buried Cable, Pipe Line, Non-Commercial Signs, and Miscellaneous Operations and/or Facility Permits, July, 1969," as supplemented and modified by the following Special Provisions, shall apply to this permit, and by this reference are made a part hereof. It shall be the obligation of the applicant to obtain said General Provisions from the Commission and to determine which of the various provisions are applicable before commencement of work under said permit.

SPECIAL PROVISIONS

1. The section of highway involved ~~has~~/has not* been designated as a Freeway.
2. The section of highway involved ~~does~~/does not* require a permit from the United States Forest Service.
3. General Provision V, A regarding insurance shall/~~shall not~~* apply during the initial installation of facilities.
4. General Provision V, B regarding bond ~~shall~~/shall not* apply during the initial installation of facilities. Bond in the amount of $____________ is required.
5. General Provision VI, H ~~shall~~/shall not* apply to the following crossings of the highway:
   - a. ( ) All crossings covered by this permit.
   - b. ( ) Crossings as shown on the attached Exhibit Map. If applicable, trenching nearer than ____________ feet from the toe of the fill slope or outer edge of surfacing will not be permitted.
6. General Provision VI, H ~~shall~~/shall not* apply to the following crossings of intersecting roads or streets, road approaches or driveways:
   - a. ( ) All such crossings covered by this permit.
   - b. ( ) Crossings as shown on the attached Exhibit Map. If applicable, trenching nearer than ____________ feet from the toe of the fill slope or outer edges of the surfacing will not be permitted.
7. Open cutting of the paved or surfaced portion of the highway under General Provision VI, I ~~is~~/is not* permited.

---

*Strike out word or words not applicable.

9315

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-10-80

FEDERAL AID PROJECT NO. -4-2(9)
STATE PROJECT NO. See below
COUNTY NAME Deschutes
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.
ITEM NO. 10085

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 15 '80
REFER TO
FOR

Info	Inves	R/D	D/R	S/G	Act	File

12-15

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	12/10/80	Primary 4 Primary 4

GENERAL LOCATION:

Swalley Canal - McKenzie/Bend Interchange

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC $12,000 - F.F. $10,578
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 12/2/80.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12/10/80		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-631-898

9315

4

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-8

TO: J. H. Versteeg
Road Design Engineer

DATE: December 5, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Swalley Canal-McKenzie-Bend Interchange
The Dalles-California Highway No. 4
Deschutes County
M.P. 133.50 to M.P. 134.90

This office has no objection to your proposal of a 14-foot continuous left-turn lane for the above section.

L E George
L. E. George
Traffic Engineer

JB:ds

1 Versteeg ✓
Anderson
Christ[illegible]
[illegible]ison
Sullivan
Terr[illegible]

RECEIVED
DEC 09 1980
ROAD DESIGN
SECTION

Contains Recycled Materials

1315

2.

GENERAL FILES

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701 PHONE 382-1911

NOTED
H. B. COULTER

RECEIVED
STATE HWY ENGR
NOV 5 - '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

In Reply Refer to
File No.:

November 3, 1980

Mr. David Luther
2645 S.W. 25th St.
Redmond, Oregon 97756

Dear Mr. Luther:

This office is in receipt of your letter of October 20, 1980. Your projection of three (3) to five (5) vehicles per hour during the period from 9:00 AM to 3:00 PM would not require channelization.

This office would recommend approval of a road approach permit based on approval by Deschutes County and usage of the access not to exceed eight (8) vehicles per hour maximum.

Sincerely,

R L Lammert
R. L. Lammert
District Engineer

RLL:kb

cc: R. L. Schroeder
Dale Allen
Deschutes County Planning

cc Rutien
FYI
Dale

ROE RCE PLA FAE
RTE RECEIVED GEO
RUE NOV 4 1980 RLE
RSO REGION 4 RBE
ASSIGNED________

Form 734-2122 (Rev. 9-78)

9315

2.

October 20th 1980

Mr. H.F. Coulter
St. Hwy. Engineer
State Hwy. Department

Dear Sir,

In answer to your letter dated October 14 1980 the following information is submited for your consideration in this matter.

On the one acre in question there is one building that will be used for a liason office and a base to work from. This building has 450 sq. ft. and is of wood construction. Approximately ½ acre of the full acre will be used at times for storage of various pieces of equipment. The traffic in and out of this business area because of its secondary nature will be approximately four cars an hour as a high projection and two cars an hour as a norm. Hours of use for this traffic would be from 9:00 to 15:00 hrs. each day on a five day work week. Thus a total high per day traffic use would be 28 cars per day or a low of 14 cars a day or an overall average of 6 cars.

Your consideration on this matter is greatly appreciated.

David Luther
David Luther

RECEIVED
STATE HWY ENGR
OCT 24 '80
REFER TO
Allen
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

4315

2.

GENERAL FILES

DES 3

October 14, 1980

Mr. Dave Luther
2645 S.W. 25th Street
Redmond, OR 97756

Dear Mr. Luther:

This is in reply to your September 26, 1980, letter regarding access to US97 between Bend and Redmond.

You requested information on three separate matters: First is the question of County and State responsibility on developments abutting state highways; second is the question of why the highway was not four-laned; and, last, what highway improvements are required for your road approach.

The laws are quite clear in that the County has complete authority to decide land use and land zoning issues. The Department of Transportation has the responsibility and authority to require acceleration lanes, deceleration lanes, left-turn lanes, traffic signals, or other improvements necessary to make a road approach safe.

Improvements on the highway system are based on the Department's Six-Year Program. Testimony received at public meetings in Redmond in December 1980 indicated that improvements to US97 north and south of the Redmond city limits, north of Bend, and Third Street in Bend were the priority projects. Traffic volumes and accident rates supported the need to improve these sections ahead of that section of US97 adjacent to your property. Subsequently, three of the above four projects were scheduled for improvements. While other improvements to US97 are certainly needed, a lack of funds has made it necessary to delay this work.

We need to know the expected vehicle trips/hour based on the fully developed square feet of floor space and/or acres of development. Upon receipt of this information we can determine what, if any, improvements will be required.

Sincerely,

H. S. Coulter
State Highway Engineer

DA:mr jh
bc: Dale Allen

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

October 8, 1980

Bend, Oregon 97701

R. L Lammert

FROM: R. L. Lammert
District Engineer

SUBJECT: Dave Luther
Access MP 124.43
The Dalles-Calif. Highway

TO: Dale Allen
Regional Engineer

Dave Luther visited the District office on several occasions to discuss the proposed outdoor roller rink and winter ice skating rink. Our discussions centered around the need for a left turn refuge. Using the federal report FHWA-RD-76-86 for technical guidelines and bases on 1979 traffic volumes, the warrant for the left turn was marginal, however, based on 1985 traffic projection, a left turn lane was warranted. Our Salem Traffic Section was contacted for their input (report enclosed). Their report indicates that the left turn lane was warranted in 1979.

Mr. Luther was requested to furnish data on traffic generation to the proposed development. His verbal report of 15 to 30 (Per day) vehicles appeared to be very low especially during the time of opening and closing of the facility.

The property at this time was zoned C-2 but under the Comprehensive Plan was being rezoned as MAU-10. The Deschutes County Planning office and Mr. Sam Johnson, Mayor of Redmond, were opposed to the development of the facility in this area. This office could not recommend favorably to the Deschutes County Planning office without a left turn lane for the below listed reasons.

1. U.S. 97 is a 2 lane facility, speed is 55 MPH and at the crest of a long vertical. Traffic apparently has problems determining if vehicles are stopped when looking into the skyline.
2. 1975-1979 accident records, MP 124-125, indicate eleven accidents. Eight of these associated with turning movements, two fatals occured.
3. 1977 Desert Terrace Mobile Park, MP 124.58, submitted a petition requesting the Highway Division to construct a left turn lane. Also, phone calls and letters to Sam Johnson, State Representative, to use his good office to that end. An informational meeting with representatives of the petitioners was arranged to advise them the Highway Division could not legally pay for the construction of a left turn

lane to a private business. The Division would issue permits and furnish technical advice if Desert Terrace Mobile Park desired to proceed at their expense. They elected not to do so.

4. 1979 Desert Terrace Mobile Park applied for site plan approval for a 66 unit expansion. I appeared at the Planning Commission meeting and relayed our concern in allowing 66 additional units without improvement in traffic control. My reasons were based on increased traffic generated by the 66 units, State Police complaints and their own prior concerns at the number of accidents, near misses, etc. The Planning Commission approved the increase based on the construction of a left turn lane. Desert Terrace owner elected not to proceed with the increased units. (See letter enclosed to Tom Throop.) Mr. Throop later phoned the Region Engineer backing the Division's efforts but relaying his concern that we not undercut him by allowing others to enter the highway without similar treatment.

5. Another RV trailer park is proposed opposite the Desert Terrace Mobile Park. The developer has agreed to construct a left turn lane. I have encouraged the developer to contact the Mobile Home Park to see if the two of them could pool resources and construct a double left turn lane.

Mr. and Mrs. Dennis Pekkola visited the office re. establishing a farm and construction type of business on the property. They asked if a road approach had been issued to the property. They were advised we had no record of any permit being issued but this was no problem. Mr. Pekkola advised that an estimated two or three cars per hour would be the maximum use of the access. I advised them that this trip generation would be below the warrants for a left turn lane posed on our traffic engineer's report. I did request that he furnish this office with a letter setting forth his findings on the access usage. I have not at this time received the data. I did receive a phone call from a real estate office re. the same property and business. They were advised of the same as Mr. and Mrs. Pekkola.

Mr. Luther appeared to have worked overtime on his imagination.

1. Deschutes County has the authority to grant or not grant zone changes and site plans, not the Highway Division. I work very closely with the Counties Planning Departments and County Commissioners in District 10. The Planning Departments usually forward to me requests for zone changes and site plans. I make my comments in writing, sign and date same and return them to the Planning office. They can accept them or reject as they see fit.

2. Mr. Luther certainly was getting answers from this office. He was advised that our data indicated a left turn lane was warranted for his roller and ice skating rink. The Deschutes County Planning office and City of Redmond Mayor were advised. They concurred because of the 55 MPH highway. The people using the facility would be buses and autos loaded with children. They believed it was the wrong place for a skating rink.

3. The paragraph referring to jail, taking his access rights away or confiscating his property does not even deserve a comment.

RLL:kb

Sept. 26th,1980

RECEIVED
STATE HWY ENGR
OCT 1 -'80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

H.F. Coulter
St. Hwy. Engineer
140 Transportation Building,
Salem, Oregon .

Dear Sir,

A year ago I purchased a one acre piece of C2 Commercial property on Hwy, S 97. This property at the time was being used as a Putt Putt Golf Course. We purchased this property for the reason of putting an Outdoor Roller Skating Rink. We went before the Planning Commission and received permission to do so,but we would have to resolve problems with the State Hwy. Dept. as to a left turn lane issue before a Building permit would be issued. We then persued the question of a required Left Turn Lane and fell within the graph area showing that according to the Hwy. Depts. findings for 1979 we did not fall in the area of a Left Turn Lane. We were however told by your Local Manager Mr. Lambert, that he would not allow us to go ahead with the project because he would use a projection for 1985 and in this new projection we would fall into a Left Turn Lane Graph. Thus we could not obtain a permit to allow us to continue.

Now a year later, our property has been re-zoned from C2 to MAU -10. Under MAU -10 we are allowed certain uses that are not an outright use. Once again although we already have legal axcess to Hwy. 97, your local people here in Bend say they won't allow any use along Hwy. 97 from Redmond to Bend. The Planning Dept. cannot issue a conditional use permit unless the Hwy. Dept. will also allow that use. We were going before the Commission to ask for a conditional use permit to operate a Used Farm Equipment Sales office, which would in all probability,if a good business could be established,bring in 2 or 3 cars an hour, which according to your own graphs would be way under your requirements for a Left Turn Lane.Your office here once again says,they don't care what the graphs say, they are just not permitting any activity on Hwy. 97.

I have now invested my life's savings into a piece of Commercial Property that I was unable to develop. My property has been devalued to nothing by Land Zone changes, and under these changes the County Commision will allow me to at least use it to recoupe my loss of value due to rezone. You The State Dept. now say,"NO I am sorry but we won't allow you to do anything with your property,as the Hwy. is to dangerous for use. Nevertheless the Hwy. Dept. just turned down a request by the people to four lane this Dangerous Stretch of Hwy. and decided that they would four lane out to the Airports new entrance at the City Limits. Surely the State Hwy. can not be so convinced that this Hwy. could be so dangerous.

I cannot get any one answer from your Local office regarding my problem. They say that if I do try to develop anything on this property I could be thrown in Jail, and that my Legal axcess could be taken away , in fact my whole property could be confiscated.

If all this is true and the State Hwy. Dept. won't allow me to use what is now a legal axcess for any purpose, what recourse do I have. This is an answer I cannot get from your people, no one seems to know or won't say.

The County Commision say's that they are in the middle and that the responsability for decission lays with the Hwy. Dept. and that they would grant permission but,cannot do so over the State Hwy. Dept. Your people here say that it's not really them,that any agreement with the Commission and the State Hwy. Dept. is impossible. In other words it's the old

....

passing of the buck. Both sides are saying that the other side is to blame for the problem.

Could you please tell me what is going on and how I can get something accomplished. If you the Director and Head Man were to judge on this issue, I am sure that you have not obtained your position by being Wishy Washy and unable to make decissions. You set policy and expect to have it carried out. According to your own Guide Lines my case does not fall into a left Turn lane,as far as the Hwy.Depts Liability in this matter then according to policy I should be granted permission to use this property as applied for. If not then answers of Why Not should be given straight out,instead of people throwing the ball back and forth,between City,County and State.

This has become a financial hardship for me and my family and I would greatly appreciate your help in this matter.

Dave Luther
David Luther

Address - D. Luther
548-6883 2645 S.W. 25th
Redmond,Oregon
97756

9315

#4 9-06

2.

STATE OF OREGON

INTEROFFICE MEMO

NOTED
H. S. COULTER

TO: H. S. Coulter
State Highway Engineer

DATE: September 12, 1980

FROM: Dale D. Allen
Region Engineer

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE: 9/12/80
Subject to R/W approvals, etc.
HSC

SUBJECT: Swalley Canal-McKenzie Bend Interchange Section
The Dalles-California Highway
Project 418, Six-Year Program

Subject to reaching an agreement with property owners, the Department agreed to construct two short three-lane sections on US 97 north of Bend (refer to the attached letters).

We have now reached a verbal agreement with these owners and subject to your approval wish to proceed with the necessary written agreements and permits.

To be Done by Property Owners: Drill, shoot and excavate existing rock points back to a point to accommodate a future five-lane section. (Lines and grades for this excavation would be established by State.) This excavation will be limited to such an amount that the total cost of the work will not exceed $150,000. Appropriate permits will be issued to work on State Highway right of way. Work to be completed by April, 1981.

To be Done by State: Prepare plans, specifications, and estimate for overlay and widening project within the section limits. Tentatively schedule award of contract for July, 1981, with 45-day completion.

On Thursday, September 18, 1980, I have meeting with these owners and request your approval to proceed on the above basis. This would allow both parties to begin preparation of necessary permits, right of way exchanges, estimates, etc.

Except for the right of way exchanges, which will take some time to finalize, I believe the above procedure is straightforward and in the best interest to both parties. The right of way to be obtained through the exchange will not be needed for the three-lane improvement described above; it will, however, be needed for any future 4 or 5-lane widening.

DA:mr
encl
cc: Harold Brainerd
Bob Lammert
B. Boyd - Right of way information being forwarded to you under separate cover.
E. S. Hunter

RECEIVED
STATE HWY ENGR
SEP 15 '80
FOR
Info
Inve
R/D
D/R
Sign
Act
File
REFER TO

Scott - This is O.K.
except 45 days may be too
tight for competition & owners
agreed to $150,000 contribution -
what if work outlined costs them $90,000 etc?

Contains Recycled Materials
81-125-1387

SP*75683-125

9315

#4 9-06

STATE OF OREGON

INTEROFFICE MEMO

TO: J. B. Boyd
Right of Way Section

DATE: September 12, 1980

FROM: Dale Allen
Dale D. Allen
Region Engineer

SUBJECT: Sale of Surplus Right of Way, Exchange of Right of Way
Swalley Canal-McKenzie/Bend Interchange Section
Us 97, Deschutes County

Refer to my September 11, 1980 letter and attachments to H. S. Coulter pertaining to the above section and agreement with property owners.

Attached is 1" = 100 R/W map and eleven vested deeds described in Bob Lammert's September 10 letter.

Through considerable effort on the part of Bob Lammert the past 1½ years, the willingness of ten property owners to cooperate in an overall design and the insistance of the Deschutes County Commissioners that we look at the entire North Business Ares on US 97, the terms of an equitable agreement can not be prepared.

This project was approved by the Commission and Fred Klaboe subject to four conditions (Refer to February 27, 1980 letter from Fred Klaboe). These conditions were that the owners would contribute $150,000 toward actual construction, access control measures would be taken, right of way needs determined and resolved, and a secondary street access system be developed. At this time, we have met or reached verbal approval on all of these conditions.

By a copy of this letter to H. S. Coulter, we are requesting authorization to acquire and exchange right of way. The exchange will involve our 3.56 acre stockpile site west of Sta. 657 for 3.60 acres of additional right of way on the west side of US 97. Controlled unrestricted access points are shown at five locations to serve secondary road systems. If approved as shown, the west side of US 97 from the Memorial Gardens to the Sisters interchange will only have nine access points in 1½ miles for an average spacing of 800 feet. For expensive commercially zoned property within the Urban Growth Boundary where we had no access control, this provides a substantial improvement to the highway system with no cost for limiting and controlling the access.

Please review the map with Mr. Coulter and if approved, provide me with an approximate time table for completing the right of way activities.

DA:mr
encl
cc: H. S. Coulter

Contains
Recycled
Materials
...125-1297

SP*75681-125

9315

2.

March 25, 1980

Mr. Sid McGill
Deschutes Memorial Garden
North Highway 97
Bend, OR 97701

Dear Mr. McGill:

Your testimony at the Transportation Commission meeting on February 19 requested consideration of a highway improvement on U.S. 97 north of Bend.

A project has been included in the Six-Year Highway Improvement Program to provide a three-lane section between Swalley Canal and the McKenzie-Bend Highway. This will be a cooperative project and will be subject to reaching agreement with the property owners concerning access control and funding contribution, and the local development of a secondary street.

The Commission very much appreciates your support and concern for Oregon's highway system.

Very truly yours,

Anthony Yturri
Chairman

DES:pf jh
bc: F. B. Klaboe
R. W. Gormsen
H. S. Coulter
D. H. Moehring
Dale Allen

9315

March 25, 1980

The Honorable Tom Throop
State Representative
60998 Larsen Road
Bend, OR 97701

Dear Representative Throop:

Thank you for your testimony at the Transportation Commission meeting on February 19 concerning a highway improvement on U.S. 97 north of Bend.

A project has been included in the Six-Year Highway Improvement Program to provide a three-lane section between Swalley Canal and the McKenzie-Bend Highway. This will be a cooperative project and will be subject to reaching agreement with the property owners concerning access control and funding contribution, and the local development of a secondary street.

The Commission very much appreciates your support and concern for Oregon's highway system.

Very truly yours,

Anthony Yturri
Chairman

DES:pf jh
bc: F. B. Klaboe
R. W. Gormsen
H. S. Coulter
D. H. Moehring
Dale Allen

OREGON TRANSPORTATION COMMISSION

Delegation Rep. Tom Throop of Deschutes County and others re Highway 97 North

Date February 19, 1980

Time 2:00 p.m.

Name	City or Town	Capacity
H. SYDNEY McGILL JR.	BEND, OR	BUSINESSMAN
TOM THROOP		

DESCHUTES COUNTY

BOARD OF COMMISSIONERS
BEND, OREGON 97701
(503) 382-4000 ext. 200

Albert A. Young
Clay C. Shepard
Robert C. Paulson

February 15, 1980

State Transportation Commission
135 State Highway Building
Salem, Oregon 97310

Dear Sirs:

This is to call to your attention our concern regarding the present unlimited access onto Highway 97 between the Mountain View Mall situated at the junction of Highway 97 and Highway 20, and the Deschutes Memorial Gardens north of Bend.

As a means to alleviate this dangerous condition, Mr. Sidney McGill representing Deschutes Memorial Gardens together with the remaining affected property owners devised a plan in cooperation with representatives of the Department of Transportation and the Deschutes County Board of Commissioners to limit the number of accesses onto Highway 97. This plan contemplates a system of secondary roads which will feed into the limited access. It further calls for three-laning Highway 97 north of Mountain View Mall to just south of the cemetery, Deschutes Memorial Gardens. The property owners have agreed to contribute as much as $150,000 towards completion of this project. It has been our hope that the state would be willing to provide the additional $200,000 necessary to finance the improvement which is so important to highway safety.

We urge your serious consideration of this proposal.

Sincerely,

Albert A. Young
ALBERT A. YOUNG, Chairman

Clay C. Shepard /jo
CLAY C. SHEPARD, Commissioner

Robert C. Paulson /jo
ROBERT C. PAULSON, JR., Commissioner

/jo

SAMUEL S. JOHNSON
POST OFFICE BOX 356 • REDMOND, OREGON 97756
(503) 548-8104

February 12, 1980

RECEIVED
STATE HWY ENGR
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REFER TO
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RECEIVED
DOT DIRECTOR
FEB 15 '80
REFER TO
Coulter
FOR

Mr. Fred B. Klaboe
Director
Dept. of Transportation
135 Transportation Bldg.
Salem, Oregon 97310

Dear Fred:

For a number of years while I was in the Oregon Legislature, I was working on the possibility of having safer accesses to the Deschutes Memorial Gardens (Cemetary), from Highway 97 north of Bend.

The matter of accesses to any highway is becoming more and more serious, and I fully agree that the State of Oregon cannot construct or allow to be constructed, accesses for each separate property along major highways.

During the meeting of the Highway Division in Redmond a month or so ago, Mr. H. Sidney McGill who operates the Deschutes Memorial Gardens put forth a very interesting and I think, plausible plan to alleviate the danger that the present access to this property creates.

It was hoped that $350,000 would be made available so that the highway could be widened to three lanes immediately north of Mountain View Mall to just south of the present cemetary access, and that a complex of frontage roads could be constructed west of the highway to cut down on the number of direct accesses on Highway 97.

I am told that when the final decision was made about allocating the 56 million dollars set aside for additional special projects in the State of Oregon, three million was allocated to Klamath Falls, three million to Bend and one million to Redmond.

It appears further that some of the highway engineers at the Salem level felt that three-laning any highway was dangerous.

Mr. McGill was told that there would be no funds applied to the improvement of the access road to the cemetary.

He then contacted the other property owners on the west side of Highway 97 between the Mountain View Mall and the cemetary. He prevailed upon them to pledge $150,000 to contribute to the widening of the highway, leaving an estimated amount of $200,000 as the cost of the project to the state. This means that the property owners are willing to pay for 43% of the cost of this construction, plus all of the cost of the frontage-road complex.

It is further believed by the property owners that this particular section of the highway does not lend itself to the 55 mile an hour speed limit. With a signal light at the Mountain View Mall, and a signal light proposed for Cooley Road, a slow-down procedure must be instituted well north of the cemetary, thus reducing the danger of the three-laning of the highway in this area.

The property owners also believe that by following their suggested program, it would eliminate several accesses currently being used.

Enclosed is a letter together with a map which was prepared by Mr. MCGill. I believe it clearly outlines the proposal.

To me this is an unusual situation and a very desirable one, where the private property owners are aware of the dangers currently being identified and that they are willing to contribute almost half of the cost of construction needed to eliminate or greatly reduce these dangers.

I hope that this proposal will be given a serious and sympathetic review.

Sincerely,

Samuel S. Johnson

SSJ:lj
enc.
CC: Mr. Peter J. Brix
Mr. Michael P. Hollern
Mr. H. Scott Coulter
Mr. Dale Allen
Mr. Robert Lammert

February 27, 1980

CON 21

Mr. Samuel S. Johnson
P. O. Box 356
Redmond, OR 97756

Dear Sam:

In response to many requests and with the willingness of property owners to pledge funds and rights-of-way to the improvements of Highway 97 north of Bend, we are recommending to the Transportation Commission that a cooperative three-laning project on Highway 97 be included in the Six-Year Highway Improvement Program.

This cooperative project from G. I. Joe's to the Deschutes Memorial Gardens would be subject to reaching an agreement with affected property owners on such matters as right-of-way access control, $150,000 funding contribution, and local development of a secondary street access system.

Sincerely,

F. B. Klaboe
Director

RU:sr jh jv

bc: H. S. Coulter
D. H. Moehring
Dale Allen

9315

CON 21

February 25, 1980

Senator Fred W. Heard
P. O. Box 337
Klamath Falls, OR 97601

Dear Senator Heard:

In response to many requests and with the willingness of property owners to pledge funds and rights-of-way to the improvements of Highway 97 north of Bend, we are recommending to the Transportation Commission that a cooperative three laning project on Highway 97 be included in the Six-Year Highway Improvement Program.

This cooperative project from G. I. Joe's to the Deschutes Memorial Gardens would be subject to reaching an agreement with affected property owners on such matters as right-of-way access control, $150,000 funding contribution, and local development of a secondary street access system.

Sincerely,

H. S. Coulter
State Highway Engineer

RU:sr jh
bc: F. B. Klaboe
D. H. Moehring
Dale Allen

OREGON STATE SENATE
STATE CAPITOL
SALEM 97310

SENATOR FRED W. HEARD
MAJORITY LEADER
(503) 378-8700

February 13, 1980

State Transportation Commission
135 State Highway Building
Salem, OR 97310

Gentlemen:

More than 5 years ago, former Representative Sam Johnson and I were first approached about the highway problem between GI Joe's and the Deschutes Memorial Gardens. At the time, we were concerned about safety of the area and now with the growth of metropolitan Bend, I believe the situation is even more critical.

I know you received many requests for road widening and the convenience is the main factor involved in those requests. In this case, however, the businesses have pledged a considerable sum to assist the State. In my opinion, this indicates that the businesses believe there is a potential life threatening situation that they want to avoid if possible.

We all know that this project should be tied to a solution of the Bend traffic congestion. That money, however, is at least 5 years away. Many of the Commission members would probably prefer 4 or 5 lanes in the problem area. That would also be my preference. If the money is not available for 4 or 5 lanes, I must then support the compromise of 3 laning.

I appreciate the opportunity to make my views known to you.

Warm personal regards.

Very truly yours,

Fred W Heard
Senator Fred W. Heard

FWH:bc

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93E L.

February 22, 1980

Mr. Sydney McGill, Jr.
537 N.W. Wall
Bend, OR 97701

Dear Mr. McGill:

This will acknowledge your request to widen Highway 97 between G. I. Joe's and the Deschutes Memorial Gardens. You will be interested to know that this project will be recommended for inclusion in the Six-Year Highway Improvement Program.

Sincerely,

L. W. Rulien, Executive Assistant
to the State Highway Engineer

LWR:jh

bc: D. H. Moehring
Dale Allen

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537 N. W. Wall
Bend, OR 97701
February 8, 1980

State Transportation Commission
135 State Highway Building
Salem, OR 97310

Dear Sirs:

This letter is to respectfully request that the road widening project on Highway 97 in Bend between G. I. Joe's and Deschutes Memorial Gardens be included in the six-year highway improvement program to be adopted on March 25, 1980. The following reasons are cited:

1. The three-laning of this short stretch will help eliminate the present substandard conditions and left-turn hazards at existing businesses.
2. Increasing ingress and egress traffic from existing businesses and the eventual signal at Cooley Road requires that both north and south-bound traffic speeds be reduced along this route, thus making three-laning both safe and effective.
3. Business and property owners on the west side of the highway have agreed (after a safe lane in the highway has been created) to develop road systems on their properties to eliminate most of the direct accesses along this route. (See road system in pink on map.)
4. The cost to the State for this project will be minimized because of the willingness of the property owners to contribute up to $150,000. to the projected costs. (See letter attached.)

For the distance covered at a bargain price (estimated cost to the State of $150,000. to $200,000.), the State will be solving more problems per foot than probably any other project under consideration, while at the same time, the State would be recognizing an innovative approach to our tax problems by allowing local citizens to help themselves.

Sincerely,

H. Sydney McGill Jr.

H. Sydney McGill, Jr.
Representing Project Property Owners

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REFER TO
Coulter
FOR
Info Inves R/D D/R Sign Act File

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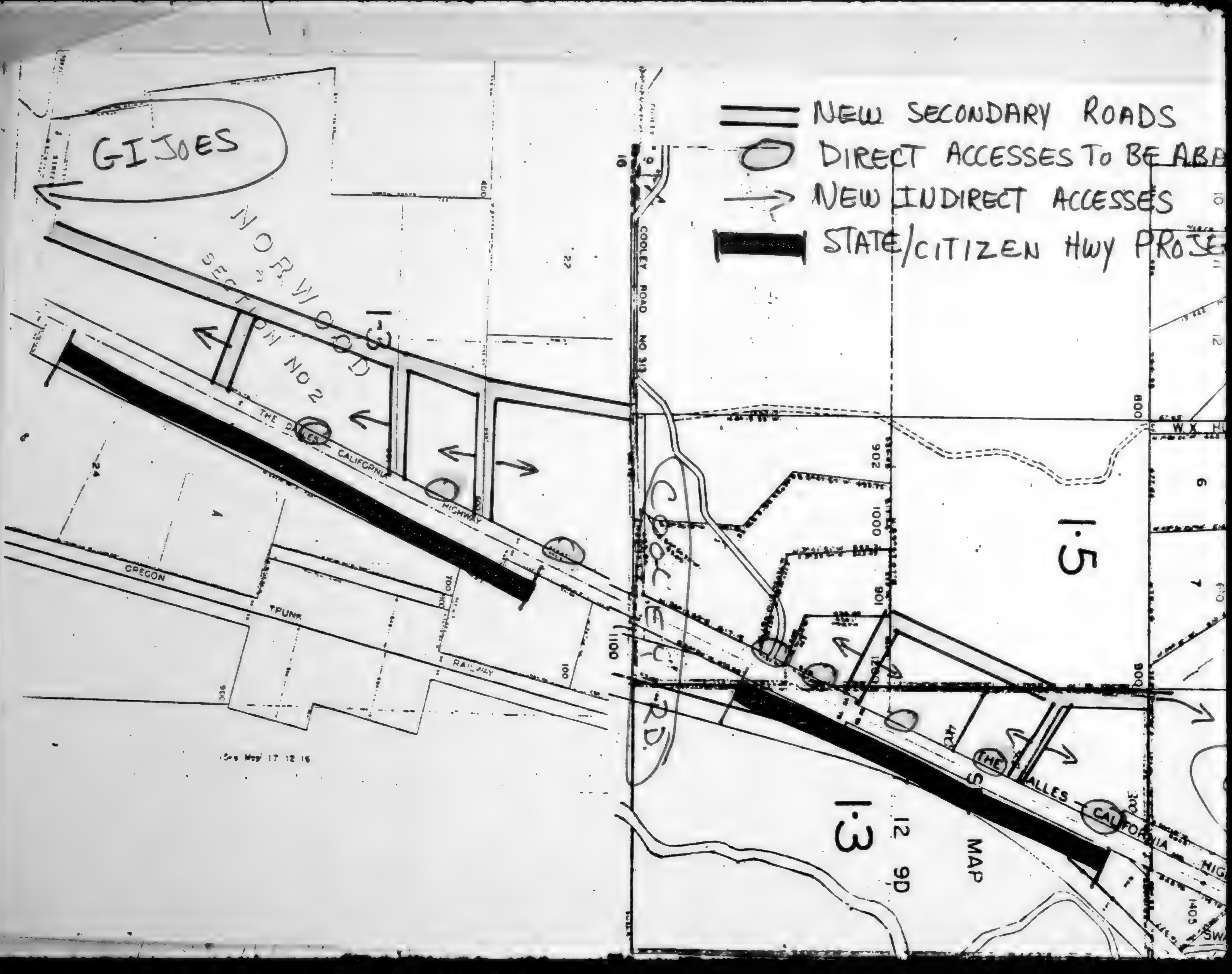
GI JOES
NORWOOD
SECTION NO 2
I-3
THE DALLES CALIFORNIA HIGHWAY
OREGON TRUNK RAILWAY
COOLEY ROAD NO 313
COOLEY RD.
I-5
I-3
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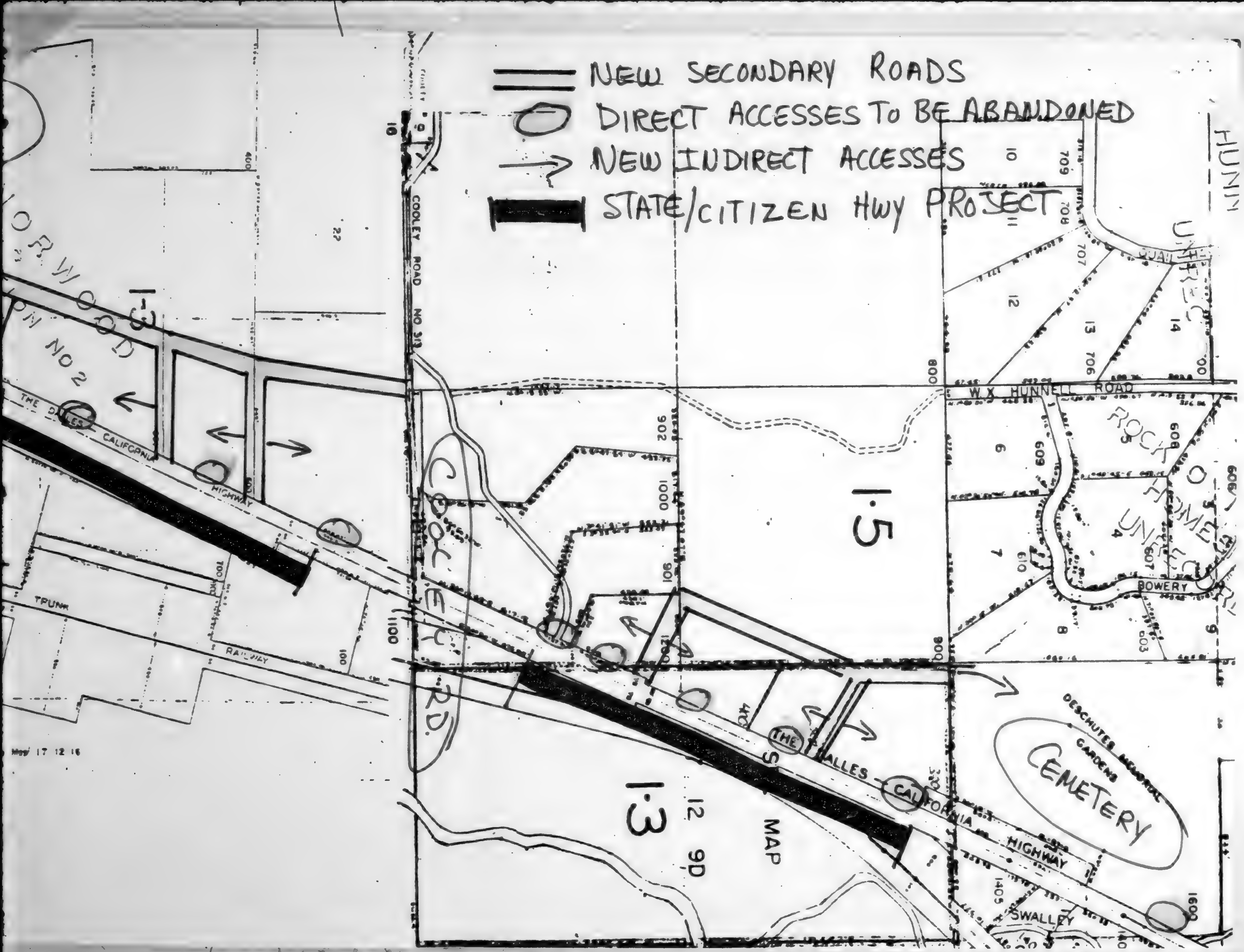
MAP
NEW SECONDARY ROADS
DIRECT ACCESSES TO BE ABA
NEW INDIRECT ACCESSES
STATE/CITIZEN HWY PROJE
See Map 17 12 16


NEW SECONDARY ROADS
DIRECT ACCESSES TO BE ABANDONED
NEW INDIRECT ACCESSES
STATE/CITIZEN HWY PROJECT
NORWOOD
NO 2
I-3
THE DALLES CALIFORNIA HIGHWAY
TRUNK
RAILWAY
COOLEY ROAD NO 313
COOLEY RD.
I-5
W.X. HUNNELL ROAD
ROCK O' HOME
UNREC
BOWERY
SWALLEY
DESCHUTES MEMORIAL GARDENS
CEMETERY
I-3
12 9D
MAP
HUNN

January 3, 1980

State Transportation Commission
135 State Highway Building
Salem OR 97310

Re: North Highway 97
Bend, Oregon

The undersigned represent the vast majority of persons owning land near or adjacent to North Highway 97, Bend, Oregon, lying north of the new Mountain View Mall. Attached hereto is an area map designating by tax lot the location of the property in question and the ownership interests in question.

This group has been advised by Dale Allen, Regional Engineer, Region 4, State Highway Department, that certain monies have been allocated to Region 4 for construction of certain projects as part of the Region's six year plan. Included within these projects is a proposal to widen North Highway 97 in Bend to three lanes from the new Mountain View Mall to Deschutes Memorial Gardens.

This project is of obvious significance to the undersigned. Access to Highway 97 is unsafe along this entire stretch of highway, and these conditions have resulted in innumerable accidents, as well as several deaths. Although the property is ideally suited for even further commercial development, further develcpment depends upon certain improvements being made to Highway 97.

In the interests of facilitating the projected improvements to North Highway 97, and based on projected construction costs of approximately $300,000, the undersigned landowners are willing to contribute $150,000 towards the costs of the improvements. However, this committment would have to be conditioned upon the project being completed within the first two years of the six year plan for Region 4.

The undersigned, or one of their representatives, would be willing to appear in person before the Commission at their

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FOR

Info	Inves	R/D	D/R	Sign	Act	File

January 3, 1980
State Transportation Commission
Re: North Highway 97
    Bend, Oregon

Page 2

February hearing to discuss this proposal in greater detail, if necessary.

Thank you for your cooperation, and we sincerely look forward to working together with you in the future.

R. K. Maybrook Jr.

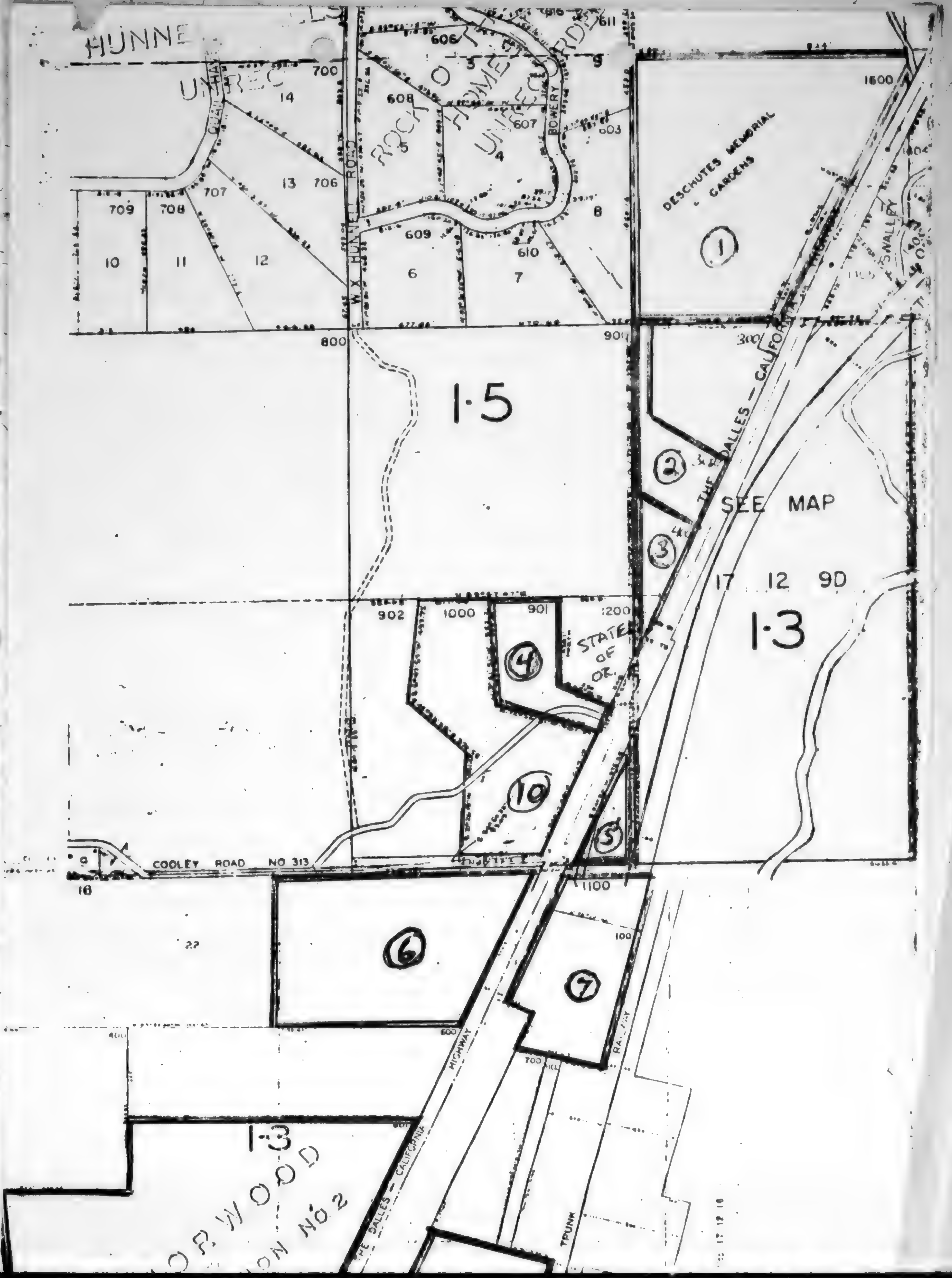
Gary O Patterson

Clara (Roman) Hankins

A. Dickey

Enclosure

cc: Tom Throop
    Dale Allen


HUNNE
UNREC
ROCK O
HOME
UNRECORDE
BOWERY
W.X. HUNNELL ROAD
DESCHUTES MEMORIAL & GARDENS
1600
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1·5
1·3
SEE MAP
17 12 9D
STATE OF OR.
THE DALLES – CALIFORNIA HIGHWAY
SWALLEY
COOLEY ROAD NO 313
TRUNK
RAILWAY
ORWOOD
ON NO 2
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611
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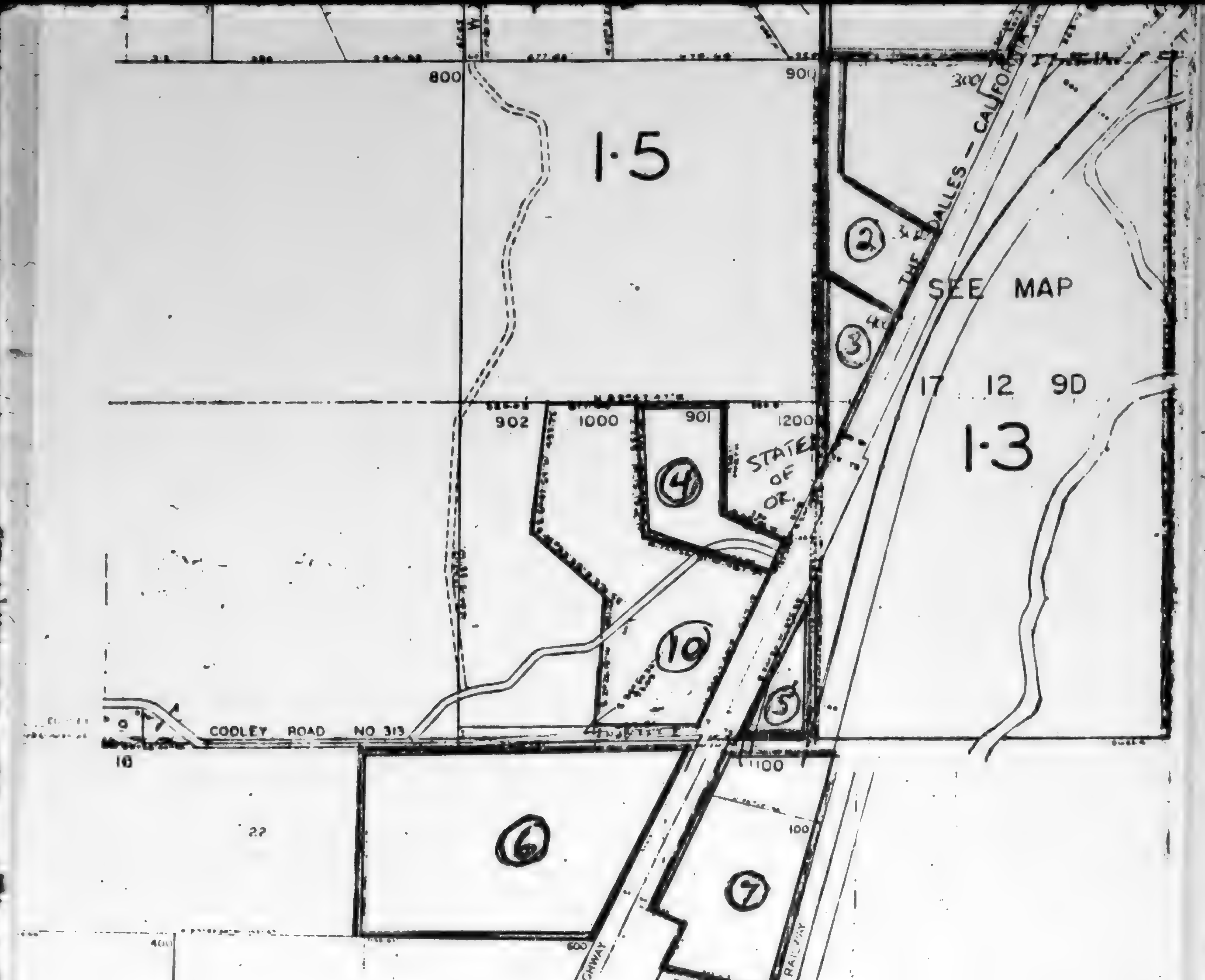
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THE DALLES — CALIFORNIA
SEE MAP
17 12 9D
1·3
902
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④
STATE OF OR.
⑩
⑤
COOLEY ROAD NO 313
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HIGHWAY
RAILWAY
1·3
NORWOOD
SECTION No 2
⑧
THE DALLES — CALIFORNIA
TRUNK
OREGON
⑨

9315

PLA 6

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: February 13, 1980

FROM: Dale D. Allen
Region Engineer

Dale Allen

SUBJECT: Six Year Plan

Attached is a letter from the Central Oregon Parks and Recreation District requesting that the project proposed south of Redmond on US 97 be extended to tie in with the existing four-lane near The Brand Restaurant. From SCL of Redmond to the four-lane section is 2.7 miles. The preliminary program had $1.8 million set up for the project and this was reduced to $1.0 million in the proposed program. While we do not have a good design estimate, it is my belief that the available funds will construct about one half the original project. Within the first 1 to 1½ miles is the area of major concern to the City, County, and State; however, as the letter points out, there are other proposed developments south. These developers and existing developments recognize the need for left-turn channelization for a safe access to their property or business and naturally, would like this improvement built as part of our project.

We acknowledged Mr. Krutsch by phone and explained why several projects were reduced in length or eliminated (lack of funds). He indicated he may show up at the February 19 Commission Meeting and ask for the full project. If building the entire project would reduce funds for other projects in Region IV, this office would be opposed to such a change.

The only other persons that may show up at the February Commission meeting are the businessmen and property owners north of Bend that requested a cooperative three-lane project. Their feeling is that this area is as bad or worse than the project south of Madras or south of Redmond. Again, however, I believe when all factors are considered, the proposed list of jobs is about the best we can do with the available funds and attempting to respond to the majority of the input received at the public meetings.

RECEIVED
STATE HWY ENGR
FEB 14 '80
REFER TO
Mahy
FOR

Info	Inves	R/D	D/S	Sign	Act	File
X						

2-20
aw

R

DA:mr

cc: Mike Hollern

P.S. This PM I was advised by Sam Johnson
that he was sending in a letter supporting
the project N. of Bend.
DA

Contains
Recycled
Materials
81-125-1387

SP*75683-125

548-6136

CENTRAL OREGON
PARK & RECREATION DISTRICT
P. O. BOX 843
REDMOND, OREGON 97756
548-PARK
7275

RECEIVE
DIST. 10 BEND
FEB 12 1980
☑ DE ☑ ADE ☐ HMO ☐ MOS

February 11, 1980

Department of Transportation
Highway Division
P. O. Box 5309
Bend, OR 97701

Attention: Mr. R. L. Lammert
District Engineer

Gentlemen:

In behalf of the Central Oregon Park & Recreation District, we would like to express our hopes that the proposed widening project of U.S. Highway 97 would be extended in a Southerly direction to the present four lane facility lying South of the Brand Restaurant.

This extension would not only eliminate an existing traffic hazard of the intersection of Desert Terrace Mobile Estates, but would also eliminate several less obvious traffic safety problems at the Auto Repair Shop, Nursery and other miscellaneous entries onto Highway 97.

Of particular interest to the Park and Recreation District would be the potential development of a recreation center proposed by Mr. David Luther. As you may be aware, the Redmond area is seriously lacking facilities for recreation. The only theater facility in the area was recently converted to the Wagner-Payless Shopping Center.

We appreciate your consideration of this matter and hope that the requested extension of Highway 97 will be given careful consideration.

Sincerely,

Anthony H Krutsch

Anthony H. Krutsch
President

AHK:pr
cc: Mr. David Luther
2645 S.W. 25th
Redmond, OR 97756

City of Redmond
File

9315

4

Fo

DIVISION

FILE:

OFFICE CORRESPONDENCE

Salem, Oregon

July ~~24~~, 1978

27,

FROM: Rod Henry, Assistant
Right of Way Manager

TO: J. H. Versteeg
Head of Engineering

SUBJECT: McKenzie Bend Inter.
The Dalles-Calif. Hwy.
Deschutes County
West Frontage Road

Attached is a map and vesting deeds covering a proposed frontage road in Bend.

This was prepared by the Region Office and routed through the Regional Right of Way Office. Please take the necessary action.

RJH:jk
attachments

Discussed w/ Dale Allen —
"This has been tentatively approved by Coulter with final OK held until all details worked out."
He will review — turning radius at south end — type & volume of anticipated traffic etc. Also — screen for head lights? will area be lighted? night time use?, etc — relative to distance from hwy to ~~frontage~~ road.

RR . 7/27/78

RECEIVED

JUL 25 1978

ENGINEERING SECTION

___Versteeg___
___Christensen___
___George___
___Olson___
___Terpin___
___Sullivan___
___Scott___
___Savage___

___Trout___
Do Not File ☐
Return To___
Bring Up___/___/___
Action___

9315

INTER-OFFICE CORRESPONDENCE
Bend, OR 97701
July 21, 1978

Harold Brainerd By EH.

FROM: Harold G. Brainerd
Regional Right of Way Supervisor

SUBJECT: McKenzie-Bend Interchange Section
The Dalles-California Highway
Deschutes County

TO: J. B. Boyd
Right of Way Manager

The Region Office has requested that descriptions be prepared for the construction of a frontage road, as illustrated on the attached tracing. This frontage road is to be constructed by State maintenance forces. The present plans are for the right of way to be donated.

The frontage road is necessary for the protection of the one-way couplet of this interchange, and the Deschutes County Planning Commission has been extremely cooperative in the development of the overall plan.

Can the preparation of the necessary parcels be expedited, due to the urgency of this matter. Vesting deeds for all affected parties are attached. The necessary title reports should be ordered from the Bend Title Company, who supplied the deeds on a gratis basis.

HGB:eh

Attachments

cc R. C. Pool
R. Lammert
R. L. Schroeder

9315

L

HOME ADDRESS
SAM JOHNSON
P.O. BOX 356
REDMOND, OREGON 97756

DESCHUTES, EASTERN KLAMATH
COUNTIES
(503) 548-8104
(REDMOND)

COMMITTEES
MEMBER:
JOINT WAYS AND MEANS
SUBCOMMITTEES
MEMBER:
GENERAL GOVERNMENT
EDUCATION
(503) 378-8799
(SALEM)

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

November 7, 1977

Mr. Robert Lammert
District 10 Engineer
63055 Highway 97
Bend, OR 97701

Dear Bob:

I received the enclosed letter of thanks from Mrs. Barbara Haubroe of the Desert Terrace Mobile Court. She, of course, is pleased with the prompt action that was taken in connection with the widening of the berms on both sides of Highway 97 in front of the mobile court.

The thanks, of course, should go to you. Working with the limited funds you have, your department recognized the importance of the situation and set about to remedy it. Such cooperation between agencies and legislators make our job a much easier one.

Sincerely,

Sam Johnson

SJ/ls
cc: Gil W. Bellamy
H. S. Coulter

RECEIVED
STATE HWY ENGR
NOV 8 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9315

Home Address
SAM JOHNSON
P.O. Box 356
Redmond, Oregon 97756

Deschutes, Eastern Klamath
Counties

(503) 548-8104
(Redmond)

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

Committees
Member:
Joint Ways and Means
Subcommittees
Member:
General Government
Education

(503) 378-8799
(Salem)

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Bend, OR 97701

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cc: Gil W. Bellamy
H. S. Coulter

RECEIVED
STATE HWY ENGR
NOV 8 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

November 4, 1977

Dear Representative Johnson,

I am writing to express my heartfelt gratitude for your concern and effort on behalf of the residents of the Desert Terrace Mobile Court.

Mr. Lammert called Mr. Dest and me immediately after receiving your letter and met with us the following day. He had given the problem much consideration and was prepared to give priority to the construction of a berm on both sides of the highway at the entrance of the court. This work is now nearly completed, and all of us at the court are much relieved.

Thank you again for what you were able to do for us.

Sincerely,

(Mrs) Barbara Haubroe
Desert Terrace Space 52
Redmond, Oregon

Barbara Haubroe
5063 S. Highway 97 #52
Redmond, OR 97756

9315

GENERAL FILES

2.

October 18, 1977

Ms. Barbara Haubroe
Desert Terrace Mobile Court
5063 South Highway 97
Redmond, OR 97756

Dear Ms. Haubroe:

I was sorry to hear of the death of Mr. and Mrs. Rennells in the vehicle accident on US97. It is always tragic when human lives are lost on Oregon's highways.

The Oregon Transportation Commission is aware of the need for widening to four lanes all of US97 between Redmond and Bend. The widening has a high priority with Deschutes County and the Cities of Bend and Redmond, as was reflected in their comments to the Commission in recent visits. I am sure that it will be discussed during forthcoming hearings involving the six-year improvement program that will be held in Bend on the evening of October 27. The Transportation Commission would very much like to complete this project, but the necessary funds for construction on our state highway system are critically short and are not available at this time.

We do feel that we can provide a measure of improved operation by widening the shoulder area on each side of the highway through the section of US97 in the vicinity of Desert Terrace. The work will be started soon, probably within the next two weeks. The additional shoulder area will provide space to permit turning traffic to more safely negotiate turning movements.

Sincerely,

Keasey

for H. S. Coulter
State Highway Engineer

cc Representative Sam Johnson

JEG:da ia

bc F. B. Klaboe
E. S. Hunter
L. E. George
C. M. Williams
J. H. Versteeg

October 4, '77

Dear Sirs,

Yesterday, October 3, between 2:45 and 3:45 P.M. there were two rear-ending accidents in front of the Desert Terrace Mobile Court on South Highway 97 between Redmond and Bend. One of the accidents was a very critical one.

I live at this court, and for five years have become increasingly concerned about the growing traffic numbers as well as the increased traffic speed on this long narrow corridor between the 4-lanes of highway. So have the rest of the people of this court.

Enclosed is a copy of letter sent to Representative Johnson, and a copy of the names of some of the court residents I was able to see last evening. I encouraged them to make suggestions and write to you themselves. Many of them said they knew this area of the highway was getting to be known as "Death Alley".

Please, Sirs, can you do anything to help this small, but concerned group of Oregon citizens?

Sincerely
Barbara Haubree
Desert Terrace Mobile Court
5063 S. Hwy 97
Redmond, Oregon 97756

RECEIVED
STATE HWY ENGR
OCT 5 '77
REFER TO Williams
FOR
Info
Inves
R/D ✓
D/R
Sign
Act
File

Dear Sirs;

I wrote to you two days ago regarding the critical traffic problems at the entrance in exit of the Desert Terrace mobile Court on South Hwy 97 between Bend + Redmond.

I told you of the serious accidents that happen with increasing frequency.

Mr + Mrs Rennells, who were, while in there car trying to get off the highway, both have died because of the accident.

We have a "live stock Crossing" traffic sign just a couple of miles down the highway. Couldn't we at least have a "Congested Area" or at least one with a 40-45 mile speed limit,

I would be willing to pay for those signs as a memorial to my two dead neighbors,
-- If your budget is that low!

Barbara Hawkins
5063 S. Hwy 97
Redmond, Oregon

D
STA HWY ENGR
[illegible] 7 '77
REFER TO
FOR
Inf Reply R/D D/A Sign Act File

DE [✓ PE] RCE RAE
STE [illegible] GEO
RUE [illegible] RDE
RSO [illegible] RBE
ASSIGNED

3:15 p.m.
Oct.3,1977

Dear Representative Johnson,

I'm writing to plead for immediate traffic efforts to be made for the people who live here at the Desert Terrace Mobile Court, 5063 South Highway 97, Redmond, Oregon.

One half an hour ago a Volkswagon containing three of my neighbors, Mr. and Mrs. Rennells and daughter was rear-ended by a large asphalt-hauling truck as the Rennels were trying to make a right-turn into the area. The force of the impact was so great that the car flew through the air and landed upside down many feet from the highway. Both Mr. and Mrs. Rennells were taken to the hospital by ambulance and both were in very serious condition.

July 21st of this year, two other neighbors, Mr. and Mrs. Luther Arledge, also turning off the highway were hit from behind by a camper. Their car was totaled. They were hospitalized and Luther is still unable to return to work beacuse of a broken leg. Two of their grandchildren also injured in this accident received broken bones and had to be hospitalized.

Two weeks before the Arledge accident another neighbor, Mrs. O'Grady was also hit at the entrance. She had a long hospitalization.

I know there have been many other car pile-ups, minor and serious in this immediate area.

Now, I for one am appalled at the human suffering that has occurred in this area. Appalled--- and frightened!!

Is there anything that can be done to help me and the sixty-four families (who work or shop in Bend or Redmond and must get on and off Highway #97) into the court.

There is no wide berm on either side of the highway for an escape route. The four-lane part ends at the Brand Restaurant about a mile from the entrance to the court. There are no warning signs to slow traffic or to warn the drivers of approach to a congested area.

Ohmigosh, Representative Johnson, it's 20 minutes to four and another accident has occurred almost at the same place and the poor person has been taken again by ambulance to the hospital .

Please, Sir, do you know someone who can give us space to get on and off the highway safely? I Want To Live!!

Sincerely,
Barbara Haubroe
Barbara Haubroe
Desert Terrace Mobile Court
5063 South Highway 97
Redmond, Oregon 97756

Mr. and Mrs. Luther Tiledge Sp #51
Mrs. T. B. DeLano Sp 50
Edith Rita Hargrave Sp 50
Jack McDill #47 - Request left & right turn lanes.
Opal McDill #47. Request left & rt turn lanes
George M. Kelley #49 - Remove big rock just north for better view in getting out on to the highway
~~#~~ 49 Lucille Kelley - better marking of entrances and blinking lig

Harry R Tatten #53
Joyce Tatten # 53
James Hart OWNER-MANAGER - should have either 4 lane or left turn lane for most of the distance between here and Redmond.
Roberta Hart
Jeff Hart

Lee + Vi Axford SP#5 } should Have shoulder or Left turn Lane As Escape Route.

Ed & Altha Poore spc 1 Need Hwy widen and left Turn Lane.
Verda L. Norris #3
Mr & Mrs. Joseph R. Myers #7

Benny Felkins #12 (I agree 100% to all these People)
Billy Martin #25 I agree to what the others have said.
Dean Wilson #TT-18.
Mr & Mrs Ronald Rodman #29
Mr Willard L Sanders. # 34 -
Mr. & Mrs Howard Hilton #54
Mrs. R. Hart # 55
Eva Schadt space 52 I've lived here 5½ years and the number of serious accidents on hwy 97 south of the Brand Rest. Redmond to the 4-lane part is terrifying.

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing 10/12/77

LOCATION Deschutes
The Dalles-California Hwy
Hwy. No. 4 Rte. No. US 97
From M.P. 124.25
To M.P. 124.75
Period Covered:
1-1-72 to 6-30-77

	COLLISION TYPE													CLASSIF.					REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	6-Mos 1977
1972													0						
1973			1										1		1			1	
1974													0						
1975												1	1			1			
1976						1							1		1			1	
* 6 months of 1977			^{2}1		1			1					^{4}3	1	2	1	2	2	Fatal on Oct 3, 1977
Total			^{3}2		1	1		1				1	^{7}6	1	4	2		4	

Accdts to June 30 in pencil. Ink additions show the fatality-report indicate additional accidents after June 30

Form LE-551-6

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing [illegible] 10/12/77

LOCATION Deschutes
The Dalles-California Hwy
Hwy. No. 4 Rte. No. US97
From M.P. 124.25
To M.P. 124.75
Period Covered: 1-1-72 to 6-30-77

	COLLISION TYPE													CLASSIF.					REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	6-mos 1977
1972													0						
1973			1										1		1			1	
1974													0						
1975												1	1			1			
1976						1							1		1			1	
1977			1		1			1					3		2	1		2	
Total			2		1	1		1				1	6		4	2		4	

Form LE-593-6

OREGON STATE HIGHWAY DIVISION

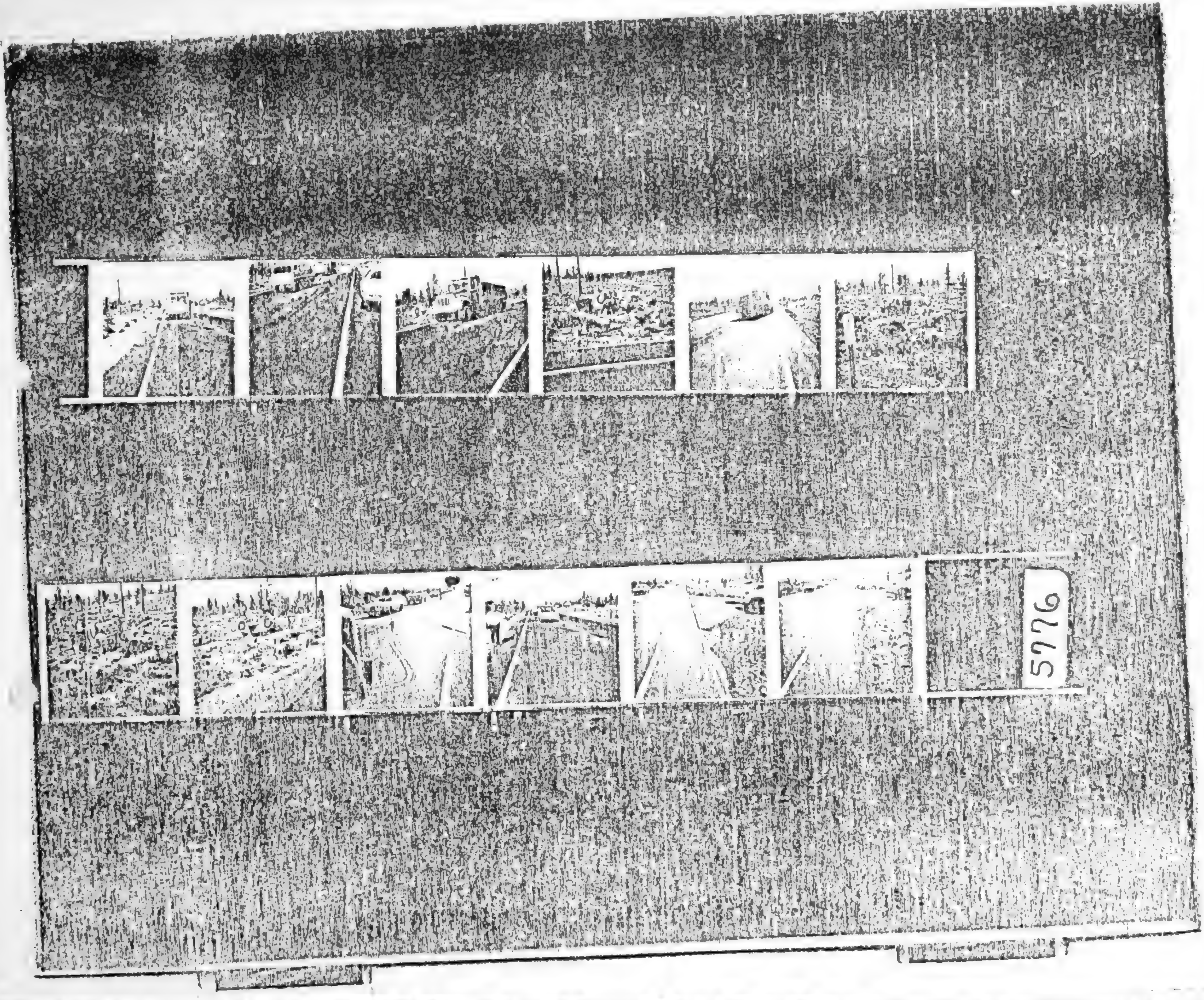
TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing 10/12/77

LOCATION Deschutes
The Dalles-
California Hwy
Hwy. No. 4 Rte. No. US 97
From M.P. 124.25
To M.P. 124.75
Period Covered:
1-1-72 to 6-30-77

	COLLISION TYPE													CLASSIF.					REMARKS
	Anglo	Hood-on	Rear-ond	Sidoswipe Meeting	Sidoswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Podestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	6-mos 1977
1972													0						
1973			1										1		1			1	
1974													0						
1975												1	1			1			
1976						1							1		1			1	
1977			1		1			1					3		2	1		2	
Total			2		1	1		1				1	6		4	2		4	

Form LE-593-6


5776

TRAFFIC ACCIDENT REPORT — POLICE
STATE OF OREGON [✓ ☒ FATAL] ☐ INJURY ☐ PROP. DAMAGE Dept. STATE POLICE City [redacted] County DESCHUTES Page 1 of 2 Pages

Case No.

Classification:

1. ACCIDENT INVOLVED:
☒ One Other MV
☐ Two or More MV's
☐ Pedestrian
☐ Motorcycle
☐ Bicycle/Tricycle
☐ Fixed Object
☐ Non-Collision
☐ Animal
☐ Other
☐ City, County, State Property Damaged
Describe:

COMPU
Persons ☐
Vehicle ☐
Crime ☐
Property

ACCOMPANYING REPORTS: Veh. ☐ Prop. ☐ Spec. ☐ Custody ☐ Person ☐ Continuation ☐

Distribution:

Do Not Write In This Space

2. Date Occurred 10-03-77
3. Time Occurred 2:30 ☐ AM ☒ PM
4. Reported Date 10-03-77
5. Reported Time 2:40 ☐ AM ☒ PM
6. Location of Occurrence (Route No. or Name) (US) Hwy 97, MP 124.5
7. At Intersection of (Route No. or Name)
8. If not at Intersection ☐ Feet ☐ Miles N ☐ S ☐ E ☐ W ☐ (Intersecting highway or street, landmark or house no.) Driveway of Desert Terrace Mobile Court
9. Mile Post 124.5
10. 1 1/2 Miles N ☐ S ☒ E ☐ W ☐ of Nearest City Redmond

INJURY CODE: (Mark the first one that applies)
K — DEAD BEFORE REPORT MADE
A — INCAPACITATED - Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc.
B — NONINCAPACITATED — Lump, Abrasions, Cuts
C — POSSIBLE - Momentary Unconsciousness, pain, nausea, limping
D — NO APPARENT INJURY

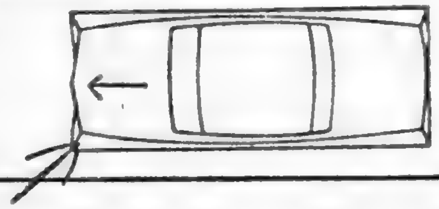
SEAT BELT CODE: None Installed - O; Lap Installed - L; Shoulder Installed - S; Airbag Installed - A; In Use - LL, - SS, - AA

UNIT No. 1 - MOTOR VEHICLE

DR 11. FULL NAME (Last) (First) (Middle) BABCOCK, FRANK MILES
Computer #
12. Address 9831 NE 9th, Terrebonne, OR
13. Sex M 14. Race W 15. D.O.B. 1-05-47 16. Seat Belt L 17. X EJ. 18. Inj. D
Operator License No. 877610 20. Issuing State OR 21. Type (Specify) Driver/Chauffeur
22. Residence Phone 548-1924 23. Business Phone 548-2710

Seat	Occupant's Name	Computer #	Address and Phone	Sex	Race	D.O.B.	Seat Belt	X EJ.	Inj.
	24.		25.	26.	27.	28.	29.	30.	31.
	32.		33.	34.	35.	36.	37.	38.	39.
	40.		41.	42.	43.	44.	45.	46.	47.

48. Owner's Name and Address CENTRAL OREGON PAVERS INC., PO Box 728 Hwy 97 N., Redmond, OR
49. Odometer Reading 67,441
50. License No. T348279 51. License State OR 52. License Year 1977 53. Veh. removed by/to Under own power
54. Vehicle year 1974 55. Make International 56. Model 400 57. Body Style DU 58. Color Yellow
59. Damage Scale FL-1



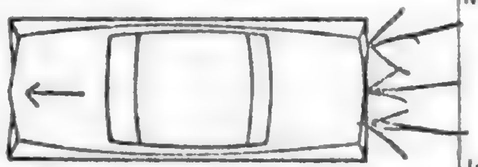
60. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.
Is Vehicle Drivable? ☒ Yes ☐ No

UNIT No. 2 - MOTOR VEH., PED., OTHER

DR 61. FULL NAME (Last) (First) (Middle) WINEGAR, JACQUELIN RENNELS
Computer #
62. Address 3056 S. Hwy 97, SP 48, Redmond, OR
63. Sex F 64. Race W 65. D.O.B. 5-28-39 66. Seat Belt LL 67. X EJ. 68. Inj. B
Operator License No. 1435133 70. Issuing State OR 71. Type (Specify) Driver
72. Residence Phone 548-2336 73. Business Phone

Seat	Occupant's Name	Computer #	Address and Phone	Sex	Race	D.O.B.	Seat Belt	X EJ.	Inj.
FR	74. RENNELS, JEWELL LILLY		75. 3056 S. Hwy 97, SP 48, Redmond, OR	76. F	77. W	78. 5-03-15	79. LL	80.	81. K
DL	82. RENNELS, PERRY CLYDE		83. 3056 S. Hwy 97, SP 48, Redmond, OR	84. M	85. W	86. 6-03-03	87. O	88.	89. K
	90.		91.	92.	93.	94.	95.	96.	97.

98. Owner's Name and Address RENNELS, JEWELL LILLY, 3056 S. Hwy 97, SP 48, Redmond, OR
99. Odometer Reading 70,776
100. License No. KCA-439 101. License State OR 102. License year 1978 103. Veh. removed by/to Brad's Body Shop
104. Vehicle year 1966 105. Make VW 106. Model Bug 107. Body Style 2dr 108. Color Grn
109. Damage Scale bd-7



110. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.
Is Vehicle Drivable? ☐ Yes ☒ No

111. Actions Taken (Citations, etc.) DA's Office to be [illegible] criminal action.
112. Primary Cause
113. Secondary Cause
Reporting Officer(s) Wm. O. Wallace, Sr. Tpr. 242-24
Wm O. Wallace
Prec./Div. Relief/Shift Assn./Dist. R/C Times ARR: CLR: Approved by: 10-5-77

Form 735 46 (2 76)

114. Weather (x) one	115. Road Cond. (x) one	116. Light Cond (x) one	117.	Unit 1	Unit 2	118. Traffic Control Devices
☒ CLEAR ☐ RAINING ☐ SNOWING ☐ FOG ☐ CLOUDY ☐ OTHER	☒ DRY ☐ WET ☐ SNOWY ☐ ICY ☐ OTHER	☒ DAYLIGHT ☐ DAWN or DUSK ☐ DRKNS/Lighted ☐ DRKNS/Unlighted ☐ OTHER	Skidmarks to Impact (ft.) Distance Travel'd after Impact (ft) Stated spd. before Impact (MPH) Designated speed for area (MPH)	N/A 84' 50-55 55	N/A 14 50 55	☐ YES ☒ NO Describe:

FIRST AID GIVEN BY: Redmond Ambulance Crew

INJURED TAKEN

TO: Central Oregon District Hospital, Redmond

BY: Redmond Ambulance

WITNESSES:

NAME KIRBY, LEONARD L. RES. ADDRESS & PH. Deschutes County Sheriff's Office, Bend, OR, 382-5411

NAME RES. ADDRESS & PH.

DRAW SKETCH:
INDICATE NORTH (By Arrow) ○

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

Arrived scene 2:55 PM. Unit #1 was sitting upright facing south in the southbound lane. Unit #2 was on the west side of the highway about 40 feet from pavement resting on it's top and facing west. The Redmond Ambulance crew was at the scene and removing occupants of unit #2. Deputy Kirby, Deschutes County Sheriff's Office and Corporal Donald Bussey, Oregon State Police were at the scene.

Apparently unit #2 had been traveling north and was struck in the rear by unit #1. There were no skid marks prior to point of impact. Skid marks indicated that unit #1 slid around and was facing south. Photographs were made of scene.

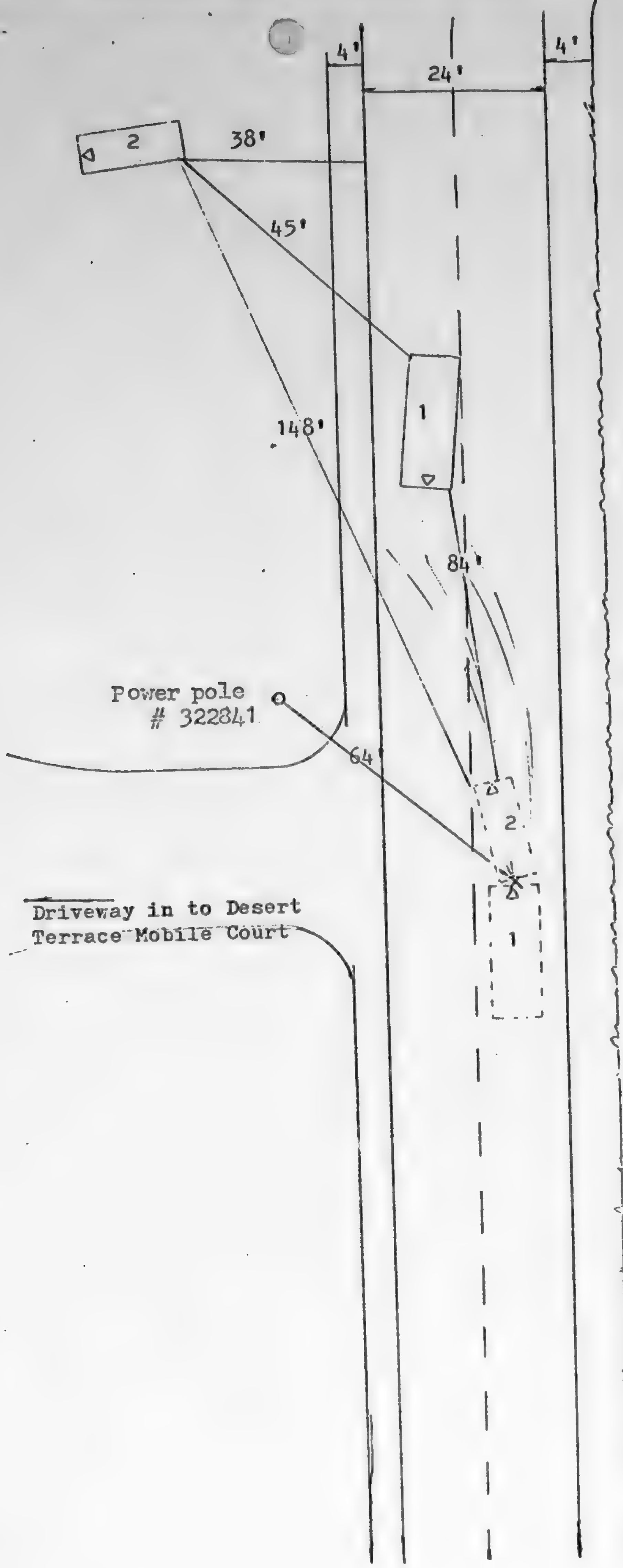
Operator #1 stated in substance that he was northbound approximately 50 MPH, was probably 200 yards behind Deputy Sheriff Kirby and all of a sudden observed other car directly in front of him. Did not know where it came from, but it appeared to be stopped or moving slowly. Stated he applied brakes, tried to swerve to right but could not avoid hitting other vehicle.

Operator #2 stated in substance that she was traveling northbound about 50 MPH, was getting ready to make left turn at the north entrance to Desert Terrace Mobile Park, had left signal on for a good 350', applied brakes, was moving slowly waiting for southbound traffic to clear and that is last thing she remembers. She related that a Sheriff's car had passed her when she was 2 or 3 miles north of Bend and that she was following him. Writer unable to interview passengers due to serious injury.

Witness Deputy Kirby stated in substance that he was northbound at approximately 50-55 MPH, had been followed for approximately 5 miles by operator unit #1 at distance of 200 yards or so. Stated he did not see Volkswagen, looked in rearview mirror and saw vehicles involved, but really could not tell what happened.

Report submitted 10-04-77
WDW/cn 10-05-77

SUPPLEMENTAL, IF REQUESTED:


4'
24'
4'
2
38'
45'
1
148'
84'
Power pole
# 322841
64'
2
1
Driveway in to Desert
Terrace Mobile Court

Deschutes County

Occured 100377 2:30 PM

US Rt 97, MP 124.5

Operator Unit # 1
BABCOCK, Frank Niles

Operator Unit # 2
Winegar, Jacquelin Rennels

50829

Wm. O. Wallace
242-24 William O. Wallace, Tpr

CASE NUMBER

AGENCY
OREGON STATE POLICE - BEND

INFORMATION REPORT
DEPARTMENT OF STATE POLICE
SALEM, OREGON 97310

DISTRIBUTION
☒ Gen. Hdq. ☐ Arson ☐ Document
☒ Dist. Hdq. ☐ Narcotic ☐ Ident.
☐ Crime Lab
☒ Other To Deschutes County DA

1. TYPE OF REPORT
☒ Supplemental
☐ Information
☐ Clearance

2. CASE STATUS
☐ Clr. by Arrest
☐ Unfounded
☐ No Prosecution—Complainant
☐ No Prosecution—Dist. Atty.
☐ Pending

3. ORIGINAL SUBJECT OF THIS REPORT
MOTOR VEHICLE ACCIDENT

4. Original Report Date	5. Time	6. Written By	7. This Report — Date	8. Time	9. County
10-03-77	2:40 PM	William O. Wallace, Sr. Tpr.	10-04-77	11:00 PM	Deschutes

10. Victim or Complainant	11. Residence Address	12. Res. Phone	13. Sex	14. Race	15. D.O.B.

16. Subject of This Report
ADDITIONAL INFORMATION

17. Total Value of Recovered Prop. (Itemize Below)

18. Details: (Use Additional Plain Sheets as Necessary)

FER: To accident report by writer dated 10-03-77 and TWX 0045 BHO by Sr. Tpr. Rasmusson dated 10-04-77.

NARRATIVE: The passenger in unit #2, the 1966 Volkswagen, 2dr, KCA-439, RENNELS, JEWELL LILLY, DOB 5-08-15, expired at 5:00 AM October 4, 1977 at the St. Charles Hospital in Bend, Oregon as result of injuries received in the accident.

Report submitted 10-04-77

WLW/cn 10-05-77

Reporting Officer William O. Wallace
William O. Wallace, Sr. Tpr.
Off. I.D. Number 242-24
Other Agencies Notified
Date Time Method
APB Numbers and Dates
Approved By
Date 10-5-77

Form 77

SP•77945-257

CASE NUMBER

AGENCY
OREGON STATE POLICE - Bend

INFORMATION REPORT

DEPARTMENT OF STATE POLICE
SALEM, OREGON 97310

DISTRIBUTION 268-1

☒ Gen. Hdq. ☐ Arson ☐ Document
☒ Dist. Hdq. ☐ Narcotic ☐ Ident.
☐ Crime Lab
☒ Other cc: To Deschutes County DA

1. TYPE OF REPORT
☐ Supplemental
☐ Information
☐ Clearance

2. CASE STATUS
☐ Clr. by Arrest
☐ Unfounded
☐ No Prosecution—Complainant
☐ No Prosecution—Dist. Atty.
☐ Pending

MOTOR VEHICLE ACCIDENT
3. ORIGINAL SUBJECT OF THIS REPORT

4. Original Report Date: 10-3-77
5. Time: 2:40PM
6. Written By: William O. Wallace, Sr. Tpr.
7. This Report — Date: 10-5-77
8. Time: 11:15AM
9. County: Deschutes
10. Victim or Complainant
11. Residence Address
12. Res. Phone
13. Sex
14. Race
15. D.O.B.
16. Subject of This Report: ADDITIONAL INFORMATION
17. Total Value of Recovered Prop. (Itemize Below)
18. Details: (Use Additional Plain Sheets as Necessary)

UNIT #1: 1974 International truck, Oregon T348279
BABCOCK, FRANK NILES DOB 1-05-47
9831 NE 9th
Terrebonne, Oregon

UNIT #2: 1966 VW, Oregon KCA 439
WINEGAR, JAQUELIN RENNELS DOB 5-28-39
3056 S. Hwy 97 Sp.48
Redmond, Oregon

Refer to Information Report by writer dated 10-4-77.

On 10-5-77 at 5:05AM the second passenger in Unit #2, RENNELS, PERRY CLYDE, DOB 6-03-03, expired at Central Oregon District Hospital, Redmond, Oregon.

Teletype 0164 BWO, 10-5-77 sent.

kv

William O. Wallace
Reporting Officer: William O. Wallace, Sr. Tpr.
Off. I.D. Number: 242-24
Other Agencies Notified — Date — Time — Method
APB Numbers and Dates
Approved By
Date: 10-7-77

Form 77
SP*77945-257

9315

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

September 15, 1977

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Redmond-Bend Section
The Dalles-California Highway
Deschutes County

TO: E. S. Hunter
Technical Services Engineer

The following report is intended to serve as information for the Transportation Commission at its September 22 meeting. It is understood that the City of Bend, the Bend Chamber of Commerce, Deschutes County and the City of Redmond wish to discuss the four-laning of the South City Limits (Bend)-Murphy Road Section and improvement of the Redmond-Bend Section of the The Dalles-California Highway.

VAB:mc

THE DALLES-CALIFORNIA HIGHWAY

DESCHUTES COUNTY

September 1977

Redmond-McKenzie/Bend Interchange Section

Existing Roadway

9.0 miles, 2 12-foot lanes and 4-foot paved shoulders

3.5 miles, intermittent 4 lanes, constructed 1973

Traffic and Accident Rate

1976 ADT - 6100-8000 vehicles daily

1972-1976 Accident rate, average	1.33
Statewide rural average	1.84

Improvement Costs

It was estimated on a reconnaissance basis that it will cost $10 million to four-lane the remaining 2-lane section of highway. This project is not on any current program for improvement. Portions of this section were identified for improvement with future bond sales, but the bond program has been cancelled due to the Division's financial crisis.

McKenzie/Bend Interchange-Revere Street Section

Existing Roadway

0.75 mile, 2 12-foot lanes and 4-foot paved shoulders

0.50 mile, 2 12-foot lanes and 10-foot paved shoulders

1.00 mile, 4 lanes intermittent sections

Traffic and Accident Rate

1976 ADT - 13,200-16,500 vehicles daily

1972-1976 Accident rate, average	3.66
Statewide suburban avg.	3.83

Improvement Costs

Cost on a reconnaissance basis to complete 4 lanes is $5.6 million.

This project is not on any program for improvement.

Interim Project:

In an effort to provide for additional capacity and safety a Title II High Hazard Safety Project, estimated to cost $200,000, has been investigated to provide for a continuous left-turn lane between the McKenzie/Bend Interchange and First Street. It is hoped that this limited funded improvement could be started in the first quarter of 1978 if all qualifications are met. Projects of this type are funded with a limited annual Federal-aid apportionment with final selection, from a statewide list, based primarily on a high benefit to cost ratio and accident history. One mile in length.

Revere Street-Railroad Undercrossing Section

Existing Roadway

1.05 mile, 4-lane, 64-foot street section

Constructed in 1964

Traffic and Accident Rate

1976 ADT - 18,400-21,900 vehicles daily

1972-1976 Accident rate, average	5.22
Statewide urban average	6.27

Improvements

The City of Bend has requested a study to be made for utilizing other streets for "local" traffic as an interim solution for relieving congestion on 3rd Street. It is anticipated that this study, by the Operations Planning Unit, will be submitted to the City by the end of September, 1977.

Railroad Undercrossing Section

Existing Roadway

0.23 mile, 2-lane, 28-foot street section

Constructed in 1940

Traffic and Accident Rate

1976 ADT - 19,700 vehicles daily

1972-1976	Accident rate average	6.16
	Statewide urban average	6.27

These accident statistics are from Franklin Avenue to the South City Limits of Bend, which includes the railroad undercrossing section.

Improvement Costs

Preliminary estimate of the construction cost for an overcrossing of the Burlington Northern Railroad is $4.9 million. Past history of drainage problems associated with the present underpass and economic considerations are the basis for considering an overpass.

This project is included in the 1976 Six-Year Highway Improvement Program for FY 1982 and later. However, it has not been approved for construction.

This project is tentatively assigned for FY 1984 funding in the update of the annual Six-Year Highway Improvement Program now under consideration. Final position is subject to both ratification by the local citizens in the fall review of this tentative program and favorable action at the polls on the 2 cent gas tax measure in May 1978.

Railroad Underpass-Cleveland Avenue (S.C.L. Bend) Section

Existing Roadway

0.6 mile, 4-lane, 64-foot street section

Constructed in 1959

Traffic and Accident Rates

1976 ADT - 18,400-19,700 vehicles daily

1972-1976 Accident rate average 6.16

Statewide urban average 6.27

The above statistics are from Franklin Avenue to the south city limits of Bend, which includes the above 0.6-mile section.

Improvements

The City of Bend has held a public hearing on this section of the The Dalles-California Highway for restriping to five lanes, which will eliminate the parking on each side of the roadway and introduce a continuous left-turn lane. It is anticipated that this work will be done at the same time as the improvement of the Bend South City Limits-Murphy Road project.

Bend South City Limits-Murphy Road Section

Existing Roadway

2.07 miles, 2 12-foot lanes with variable shoulder width from 4 to 8 feet

Traffic and Accident Rate

1976 ADT - 17,700-9,900 vehicles daily

1972-1976 Accident rate average 1.10

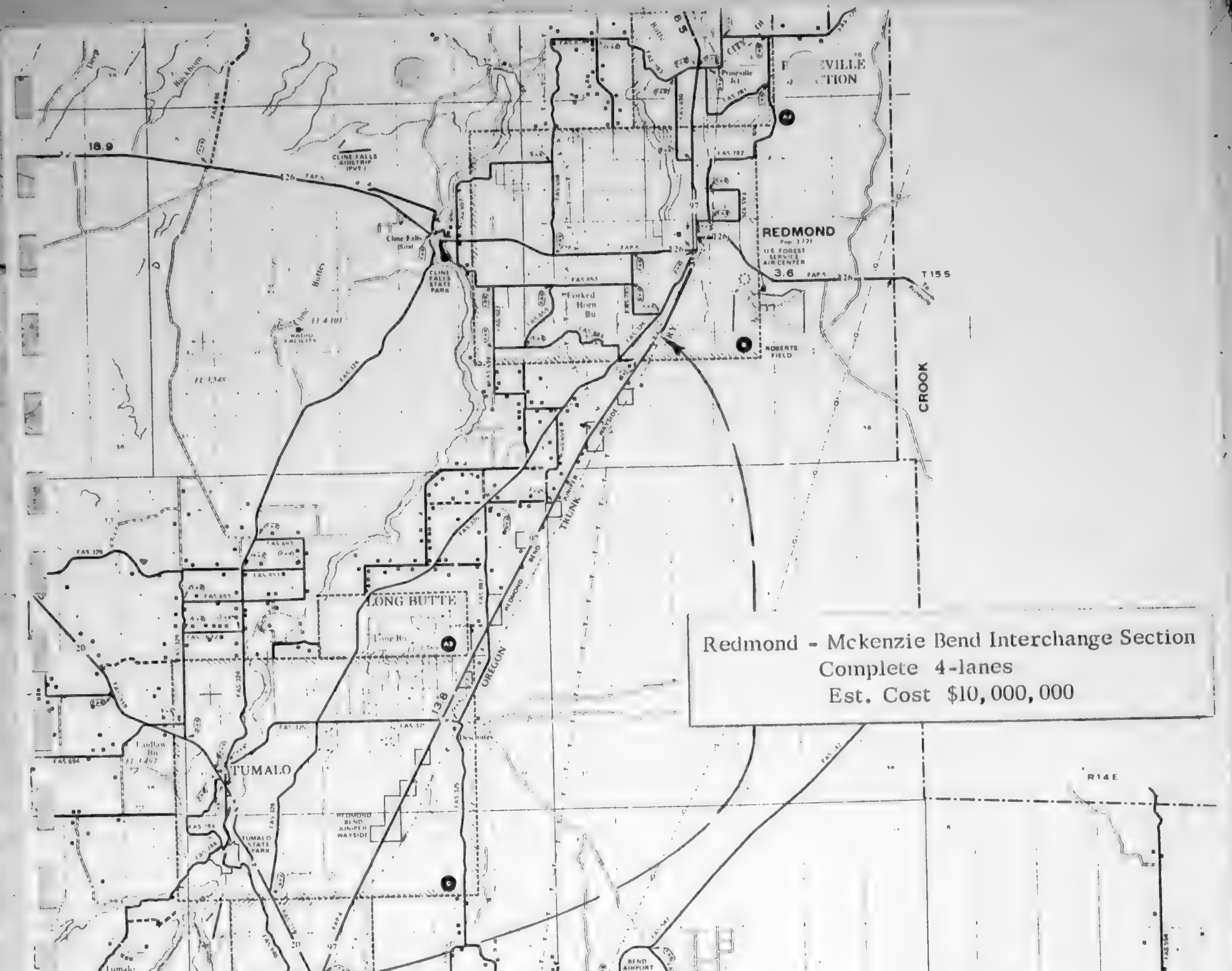
Statewide rural average 1.84

Improvements

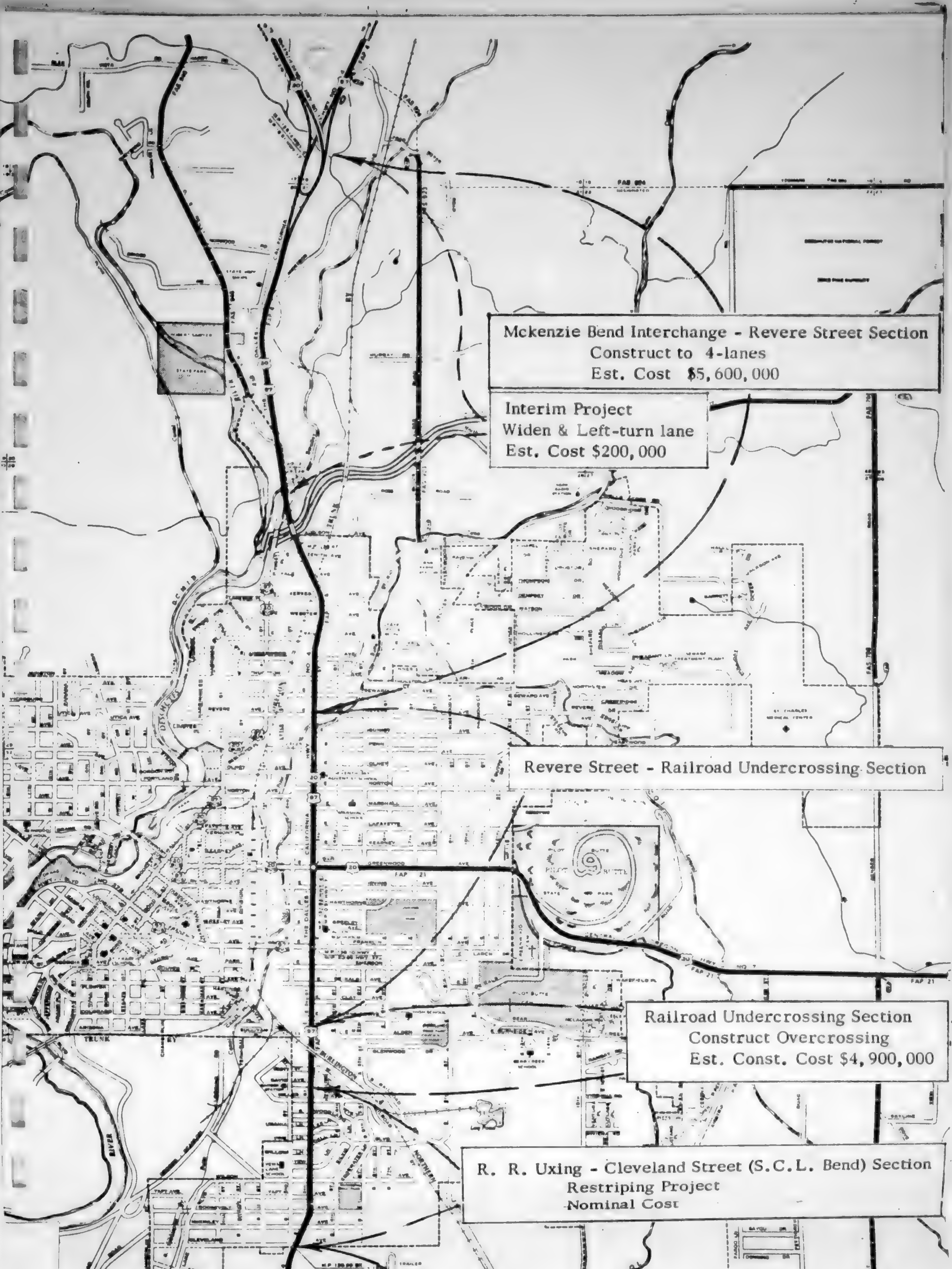
This proposed project anticipates widening the existing roadway to provide 4 12-foot lanes, 4-foot shoulders and a continuous 14-foot left-turn median. Estimated total cost is $1,710,000. The corridor-design hearing is tentatively scheduled for October 20, 1977.

The current (1976) Six-Year Highway Improvement Program lists this project approved for construction in FY 1978 and later revised to FY 1979.

The public hearing schedule, coupled with right of way acquisition and relocation, precludes advancing the project to contract stage before FY 1979. It is anticipated that with a favorable reaction by the citizens at the public hearing and favorable right of way negotiations, the project could possibly be contracted with FY 1979 funds; i.e., May-June 1979. This is a very optimistic projection and if any controversial issues develop, approval for construction could be much later.


REDMOND
Pop. 3,721
U.S. FOREST SERVICE AIR CENTER
ROBERTS FIELD
CLINE FALLS AIRSTRIP (PVT)
Cline Falls
CLINE FALLS STATE PARK
Forked Horn Bu
CROOK
T15S
LONG BUTTE
Long Bu
TUMALO
TUMALO STATE PARK
REDMOND BEND JUNIPER WAYSIDE
OREGON TRUNK RY
138
97
126
20
18.9
3.6
R14E
Alfalfa
BEND AIRPORT
BEND PINE NURSERY
EASTERN STAR GRANGE
HORSE CAVE
PILOT BUTTE STATE PARK
Pilot Bu
ROBERT SAWYER STATE PARK
Awbrey Bu
Tumalo Bu
SHEVLIN PARK
BEND
Pop. 13,710
Overturf Bu
AIRSTRIP
B N RY
FUTURE FAP 31
BADLANDS
LAVA ISLAND FALLS

Redmond - Mckenzie Bend Interchange Section
Complete 4-lanes
Est. Cost $10,000,000
]


PILOT BUTTE
GREENWOOD
FAP 21
RIVER
BURLINGTON
NORTHERN
TRUNK
ST. CHARLES MEDICAL CENTER

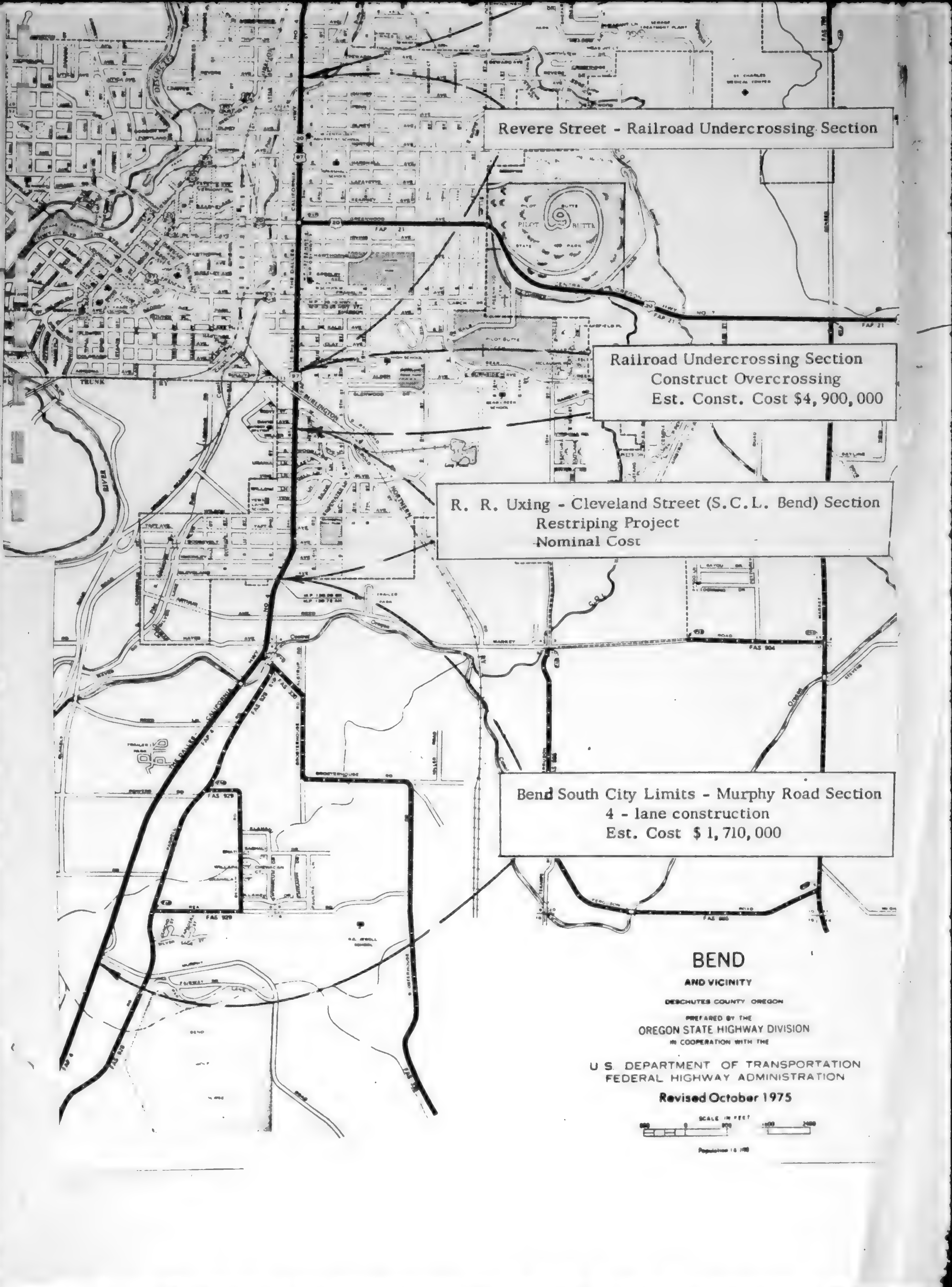
Mckenzie Bend Interchange - Revere Street Section
Construct to 4-lanes
Est. Cost $5,600,000

Interim Project
Widen & Left-turn lane
Est. Cost $200,000

Revere Street - Railroad Undercrossing Section

Railroad Undercrossing Section
Construct Overcrossing
Est. Const. Cost $4,900,000

R. R. Uxing - Cleveland Street (S.C.L. Bend) Section
Restriping Project
Nominal Cost



Revere Street - Railroad Undercrossing Section

Railroad Undercrossing Section
Construct Overcrossing
Est. Const. Cost $4,900,000

R. R. Uxing - Cleveland Street (S.C.L. Bend) Section
Restriping Project
Nominal Cost

Bend South City Limits - Murphy Road Section
4 - lane construction
Est. Cost $ 1,710,000

BEND

AND VICINITY

DESCHUTES COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised October 1975

1981 Sherman Ave.-Eugene St. 9316
(Hood River) Sec. of Serpentine
Rd. (Grading and paving)

CRA 6238

3-22-78
1-30-81

Project shortened from Sherman Ave.-May St. Sec to Sherman Ave.-Eugene St. Section. Copies of Sherman Ave.-May St. letters kept in CON 21-10 - Hood River file in 1981.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: May 28, 1985

CITY: Hood River AGREEMENT NO: 6238 PROJECT NO: SOS-1401(1)

CONTRACT NO: 9316 SECTION: Sherman - Eugene St. Serpentine Rd.

Preliminary Engineering 314-1991

	Participating	Non Participating
Project Manager	$ 1,169.54	$
Consultant Fees	5,000.00	
Final Design	392.64	
Region Geology	34.24	
Traffic Section	83.83	
Region Utility Liaison	124.77	
Program Section	35.37	
Specifications	947.31	
Administrative Services	19.78	
Environmental Section	432.90	
Total P.E. Cost	$ 8,240.38	$ - 0 -

Construction Prefix 314-1095

	Participating	Non Participating
Payment to Contractor	$ 59,987.60	$ 20,118.30
Interest on Final Payment		153.54
Engineering Cost	559.60	128.11
Consultant Fees	5,000.00	
Audit Services	468.66	
Program Section	132.23	
Material Section	272.48	
Technical Services	57.78	
Construction Branch	442.07	
General Construction (Accounting)	14.02	
Total Construction Cost	$ 66,934.44	$ 20,399.95

Summary		
Participating P.E. Cost		$ 8,240.38
Participating Const. Cost		66,934.44
Total Participating Cost		$ 75,174.82
Federal Funds		
P.E. (85.80%)	$ 7,070.25	
Const. (85.80%)	57,429.75	$(64,500.00)
Subtotal		10,674.82
Plus Non Participating City Cost		20,399.95
Less SCA Funds		(25,000.00)
Less City's Advance Deposits		
P.E.	$ 980.00	
Const.	8,700.00	(9,680.00)
REFUND DUE CITY		$ 3,605.23

MKS:me

680/ 9316 D 4-[illegible]5 314-1095/
314-1991/

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. SOS-1401(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 1-20-78 To: 10-30-84

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
				Federal Fund Fixed		
680	$ 8,240.38	$ 8,240.38	85.80%	7,070.25	7,070.25	0.00
680	87,334.39	66,934.44	85.80	57,429.75	57,429.75	0.00
	$95,574.77	$75,174.82	85.80%	64,500.00	64,500.00	0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 4-8-85 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Sherman Ave.-Eugene St. (Hood River) Sec. **Serpentine Road City St. Hood River**					
	Preliminary Engineering					
	Type Code P.E.					
	Work by Tenneson Engineering co.	All	Required		5,000.00	
	State	All	Reuqired		3,240.38	
	Total Participating Preliminary Engineering				8,240.38	
	Construction					
	Tyupe Code 6201					
	Roadway (Station 0+30 to Sta. 14+66)					
	Final Contract Payment Summary	Lump	Sum		59,987.60	
	Construction Engineering					
	Work by Tenneson Engineering co.	All	Required		5,000.00	
	State	All	Required		1,478.18	
	Total Nonparticipating Construction Engineering				6,478.18	
	Misc. Project Cost					
	Audit Expense	All	Required		468.66	
	Total Participating Project Cost				75,174.82	
	Nonparticipating Project Cost					
	Interest on Final Payments	All	Required		153.54	
	Final Contract Payment Summary	Lump	Sum		20,118.30	
	Construction Engineering	All	Required		128.11	
	Total Nonparticipating Project Cost				20,399.95	
	Total Project Cost				95,574.77	
	Prepared based on Participating Costs as shown on the Federal Billing as of 3-17-85					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              APRIL 1985        PAGE  956
                                                                        FISCAL          GRAND TOTAL
                             PREFIX  FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE     TO DATE
     DESCRIPTION                                                                          386.74
                            310   1989    298     00 N 9                   105.69          105.69
                            310   1989    299     00 N 9                                 • 240.53
                            310   1989    901     00 P 1                                    62.72
                            310   1989    901     00 N 1                                   100.94
                            310   1989    905     00 P 1                                    88.24
                            310   1989    914     00 P 1                                   429.71
                                          TOT        P1                                     62.72
                                          TOT        N1                                    492.43  **
                                  ** JOB TOTALS **            **             **

                                                                                                  STATE
SHERMAN AV-MAY ST. HD RIV   CONT NO    * FA PROJ NOS SOS 1401001 100                       730.00
                            314   1991    296     00 N 9               170.25CR         7,800.25CR
                            314   1991    297     00 N 9               170.25           7,070.25
                            314   1991    296     00 N 9             1,052.48CR         1,169.54
                            314   1991    298     00 N 9               128.11CR
                            314   1991    901     00 P 1             1,000.00           5,000.00
                            314   1991    901     00 N 1                                  392.64
                            314   1991    904     00 P 1                                   34.24
                            314   1991    905     00 P 1                                   83.83
                            314   1991    910     00 P 1                                  124.77
                            314   1991    911     00 P 1                                   35.37
                            314   1991    914     00 P 1                                  947.31
                            314   1991    920     00 P 1                                   19.78
                            314   1991    921     00 P 1                                  432.90
                            314   1991    922     00 P 1                                8,240.38
                            314   1991    923     00 P 1                52.48CR
                                          TOT        P1                128.11CR
                                          TOT        N1                180.59CR**        8,240.38  **
                                  ** JOB TOTALS **            **

                                                                                                  STATE
CRATER LK AVE@DELTA WA RD   CONT NO      FA PROJ NOS HES 2471001 100     5.32CR            5.32CR
                            315   1917    296     00 N 9                 5.32              5.32
                            315   1917    298     00 N 9                 5.91              5.91
                            315   1917    918     00 P 1                 5.91              5.91
                                          TOT        P1
                                  ** JOB TOTALS **            **         5.91  **          5.91  **

                                                                                                  STATE
BEAR CR(JACKSON ST)BR MED   CONT NO      FA PROJ NOS BRM 2470002 100    39.19CR         43.78CR           43.78CR
                            315   1918    296     00 N 9    39.19           43.78             43.78
                            315   1918    298     00 N 9                     5.74              5.74
                            315   1918    918     00 P 1                    48.99             48.99
                            315   1918    935     00 P 1                    54.73             54.73
                                          TOT        P1
                                  ** JOB TOTALS **            **            54.73  **         54.73  **

                                                                                                  STATE
ROGUE VALLEY HWY-4TH ST     CONT NO      FA PROJ NOS M   2438001 100
                            315   1920    296     00 N 9  1,498.11CR    2,814.85CR        2,814.85CR
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   APRIL 1985          PAGE  297
                                                                            FISCAL           GRAND TOTAL      ACTIVE YRS
    DESCRIPTION                  PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE       TO DATE        BEG    END
                              310    1098      948      00 P 1                    22.34          165.62        81     85
                              310    1098      948      00 P 8                    22.34CR                      83     85
                                               TOT      P1                    11,975.41       55,272.84
                                               TOT      P8                    11,975.41CR
                                               TOT      N1                                     3,819.49
                                          ** JOB TOTALS **            **                 **   59,092.33  **

                                                                                                             STATE
  SHERMAN AVE-EUGENE AVE(HOOD R CONT NO 9316 * FA PROJ NOS SOS 1401001 100
                              314    1095      201      00 P 1               19,677.60CR      59,987.60        81     85
                              314    1095      201      00 N 1               19,677.60        20,118.30        82     85
                              314    1095      206      00 N 1                                   153.54        82     82
                              314    1095      296      00 N 9                  170.25        57,429.75CR      81     85
                              314    1095      298      00 N 9                  170.25CR      57,429.75        81     85
                              314    1095      900      00 P 1                                   559.60        81     82
                              314    1095      900      00 N 1                  128.11           123.11        85     85
                              314    1095      904      00 P 1                                 5,000.00        81     81
                              314    1095      915      00 P 1                                   468.66        82     82
                              314    1095      920      00 P 1                                   132.23        81     82
                              314    1095      940      00 P 1                                   272.48        81     81
                              314    1095      944      00 P 1                                    57.78        81     82
                              314    1095      945      00 P 1                                   442.07        81     82
                              314    1095      948      00 P 1                                    14.02        81     82
                                               TOT      P1                   19,677.60CR      66,934.44
                                               TOT      N1                   19,805.71        20,399.95
                                          ** JOB TOTALS **            **        128.11  **    87,334.39  **

                                                                                                             STATE
  GRANDVIEW DR & WIMER ST         CONT NO        * FA PROJ NOS M    3920002 100
                              315    1003      900      00 N 1                                   376.89        84     84
                                               TOT      N1                                       376.89
                                          ** JOB TOTALS **            **                 **      376.89  **

                                                                                          M    3920005   15 STATE
  OAK ST-ANN ST(ASHLAND)          CONT NO 9263 * FA PROJ NOS M     3920005   85
                              315    1022      201      00 P 1                                200,282.86        81     82
                              315    1022      201      00 P 8                                 31,604.22        81     82
                              315    1022      201      00 N 1                                    487.98        81     82
                              315    1022      220      02 P 1                                    138.49        82     83
                              315    1022      270      01 P 1                                    103.60        81     81
                              315    1022      270      03 P 1                                    499.85        81     82
                              315    1022      295      00 N 9                                 13,200.00        82     82
                              315    1022      296      00 N 9                                249,102.10CR      81     83
                              315    1022      298      00 N 9                                235,902.10        81     83
                              315    1022      900      00 P 1                                 25,986.26        81     83
                              315    1022      900      00 P 8                                  6,593.14        81     83
                              315    1022      900      00 N 1                                 11,508.41        81     83
                              315    1022      900      00 N 8                                     17.04        81     81
                              315    1022      920      00 P 1                                    155.99        81     81
```

802

680 BILLING NUMBER 42

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

05/02/85

PREFIX GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
>203-1042 2	BROS-0300-005	127,521.61	143,943.71	143,943.71	88.18	126,929.56	108,464.41		18,465.15
201-1007 1#	SOS -0100-002	94,938.75	107,878.20	107,701.36	88.15	94,938.75	94,938.75		
201-1956 1#	SOS -0100-002	10,103.05	11,465.50	11,461.20	88.15	10,103.05	10,103.05		
	PROJ TOTALS	105,041.80	119,343.70	119,162.56		105,041.80	105,041.80		
>203-1959 1#	SOS -0300-005	28,814.13	33,594.05	33,582.90	85.80	28,814.13	20,906.93	7,907.20 D	
>403-1906 1#	SOS -0300-005	609.57	609.57	609.57	100.00	609.57	609.57		
	PROJ TOTALS	29,423.70	34,203.62	34,192.47		29,423.70	21,516.50	7,907.20	
203-1028 1#	SOS -0300-008	70,177.01	83,510.70	79,583.82	88.18	70,177.01	70,177.01		
203-1980 1#	SOS -0300-008	3,922.25	4,449.52	4,449.57	88.15	3,922.25	3,922.25		
>403-1908 1#	SOS -0300-008	3,515.67	3,515.67	3,515 [illegible]	100.00	3,515.67	3,515.67		
203-2535 1#	SOS -0300-008	8,997.58	10,207.12	10,[illegible]07 [illegible]	88.15	8,997.58	8,997.58		
	PROJ TOTALS	86,612.51	101,683.01	97,7[illegible]		86,612.51	86,612.51		
>206-1058 1	SOS -0600-001	275,910.00	343,794.95	350,[illegible]13	76.94	269,884.08	269,884.08		
206-1939 1	SOS -0600-001	5,575.00	6,711.25	[illegible]	85.80	5,571.64	5,571.64		
	PROJ TOTALS	281,485.00	350,508.20	3[illegible]		275,455.72	275,455.72		
>209-1022 1#	SOS -0902-001	56,825.54	64,479.81	[illegible]	88.18	56,825.54	56,825.54		
209-1991 1#	SOS -0902-001	7,664.46	8,936.06	8,936.06	85.77	7,664.46	7,664.45		
	PROJ TOTALS	64,490.00	73,415.87	73,378.72		64,490.00	64,490.00		
310-1090 1	SOS -1002-001		387.31	387.31	81.80	316.82		316.82 A	
310-1978 1	SOS -1002-001	7,045.00	25,960.42	12,275.15	61.58	7,559.04	7,045.00	514.04 B	
	PROJ TOTALS	7,045.00	26,347.73	12,662.46		7,875.86	7,045.00	830.86	
310-1098 1#	SOS -1004-001	48,723.01	59,092.33	55,272.84	88.15	48,723.01	48,723.01		
310-1098 8	SOS -1004-001				88.15				
310-1987 1#	SOS -1004-001	8,019.79	9,362.05	9,350.34	85.77	8,019.79	8,019.79		
	PROJ TOTALS	56,742.80	68,454.38	64,623.18		56,742.80	56,742.80		
314-1095 1#	SOS -1401-001	57,429.75	87,334.39	66,934.44	85.80	57,429.75	57,429.75		
314-1991 1#	SOS -1401-001	7,070.25	8,240.38	8,240.38	85.80	7,070.25	7,070.25		
	PROJ TOTALS	64,500.00	95,574.77	75,174.82		64,500.00	64,500.00		
216-1049 1#	SOS -1600-001	192,450.12	224,508.89	224,379.29	85.77	192,450.12	192,450.12		
216-1974 1#	SOS -1600-001	12,400.68	14,458.06	14,458.06	85.77	12,400.68	12,400.68		
	PROJ TOTALS	204,850.80	238,966.95	238,837.35		204,850.80	204,850.80		
>320-1071 1	SOS -2003-002	28,352.00	32,482.34	32,172.46	88.15	28,360.02	28,352.00	8.02 B	

9316

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: May 28, 1985

CITY: Hood River AGREEMENT NO: 6238 PROJECT NO: SOS-1401(1)

CONTRACT NO: 9316 SECTION: Sherman - Eugene St. Serpentine Rd.

Preliminary Engineering 314-1991

	Participating	Non Participating
Project Manager	$ 1,169.54	$
Consultant Fees	5,000.00	
Final Design	392.64	
Region Geology	34.24	
Traffic Section	83.83	
Region Utility Liaison	124.77	
Program Section	35.37	
Specifications	947.31	
Administrative Services	19.78	
Environmental Section	432.90	
Total P.E. Cost	$ 8,240.38	$ - 0 -

Construction Prefix 314-1095

	Participating	Non Participating
Payment to Contractor	$ 59,987.60	$ 20,118.30
Interest on Final Payment		153.54
Engineering Cost	559.60	128.11
Consultant Fees	5,000.00	
Audit Services	468.66	
Program Section	132.23	
Material Section	272.48	
Technical Services	57.78	
Construction Branch	442.07	
General Construction (Accounting)	14.02	
Total Construction Cost	$ 66,934.44	$ 20,399.95

Summary

Participating P.E. Cost		$ 8,240.38
Participating Const. Cost		66,934.44
Total Participating Cost		$ 75,174.82
Federal Funds		
P.E. (85.80%)	$ 7,070.25	
Const. (85.80%)	57,429.75	$(64,500.00)
Subtotal		10,674.82
Plus Non Participating City Cost		20,399.95
Less SCA Funds		(25,000.00)
Less City's Advance Deposits		
P.E.	$ 980.00	
Const.	8,700.00	(9,680.00)
REFUND DUE CITY		$ 3,605.23

4-5-85

Has not been finalled out thru accounting as of this date but may be in the process,

DB

MKS:me

SET I

UPGRADE

SERPENTINE

6Th. & SHERMAN
SOUTH
TO.
4th & MONTELLO

#1. INTERSECTION OF 6th & SHERMAN LOOKING SOUTH.

#2. P.T. OF 1st CURVE LOOKING S.E.

#3. P.I. OF 2ND CURVE LOOKING S.E.

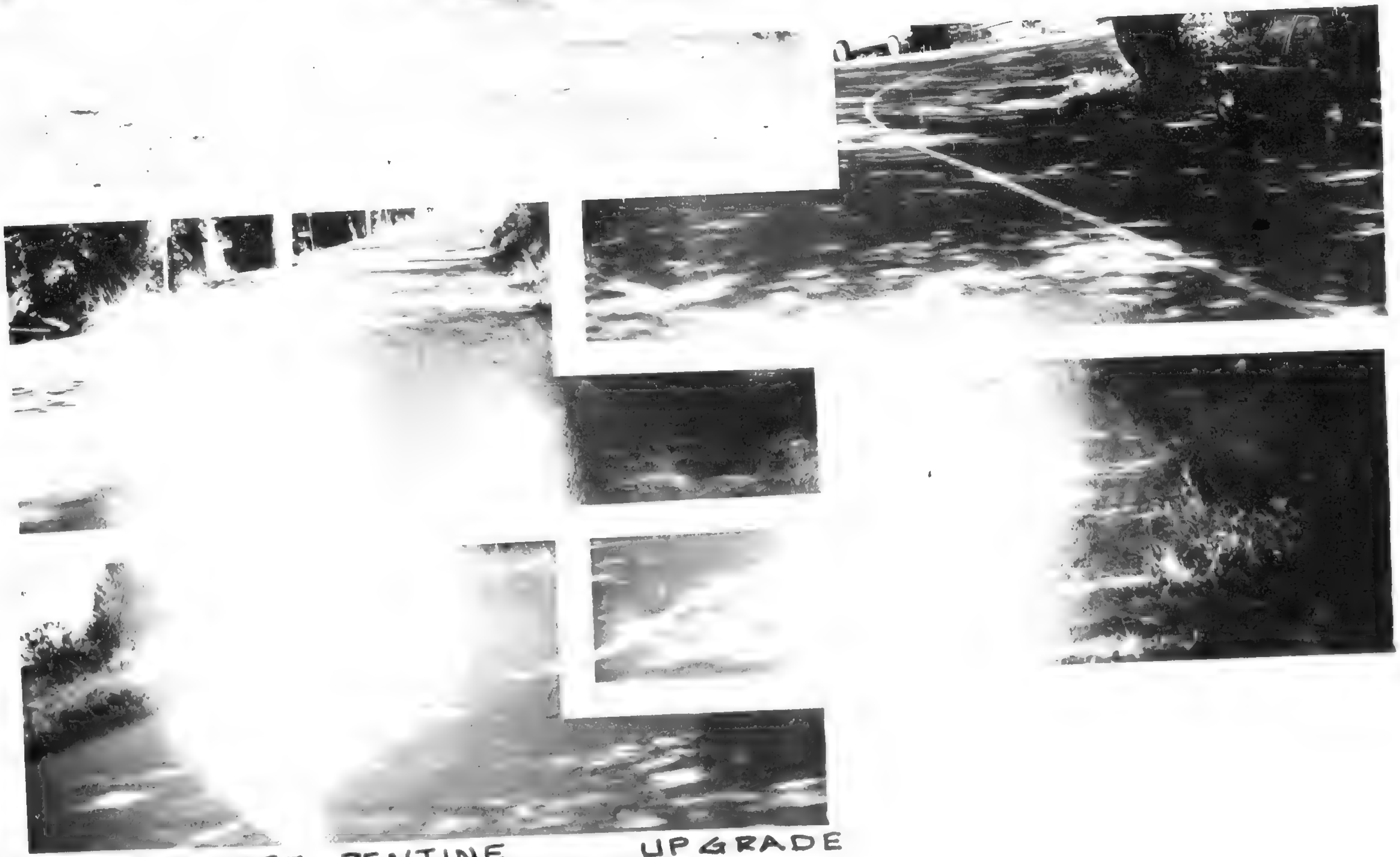
#4. P.C. OF SWITCHBACK LOOKING S.E.

#5. P.I. OF SWITCHBACK LOOKING S.W.

#6. INTERSECTION OF 4th & EUGENE.

SET I SERPENTINE UPGRADE

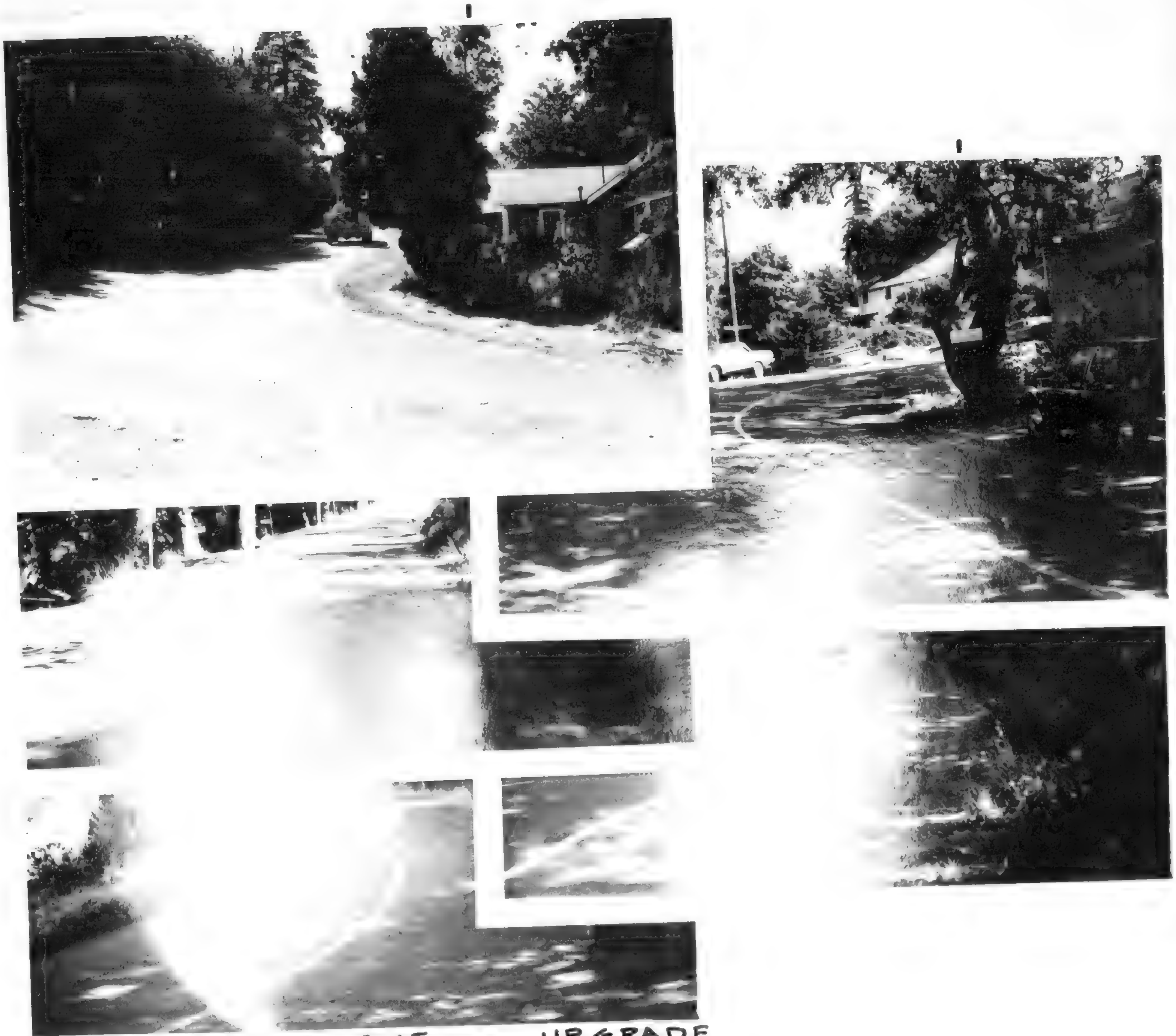
SET I SERPENTINE 6Th. & SHERMAN
SOUTH
TO
[illegible]



SET I SERPENTINE UPGRADE

SET I SERP

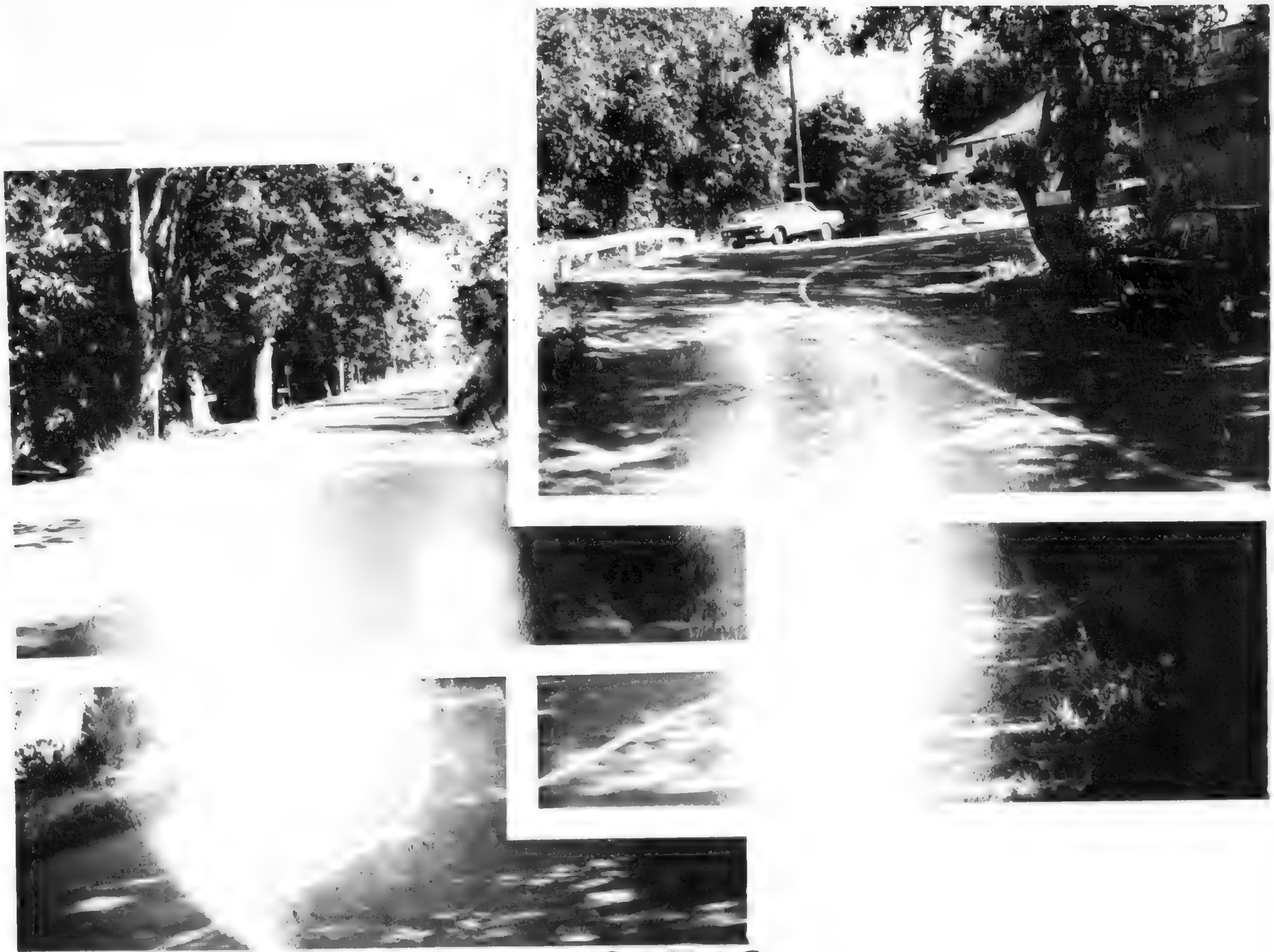
6. INTERSECTION OF 4th & EUGENE.



SET I SERPENTINE UPGRADE

#5. P.I. OF SWITCHBACK
LOOKING S.W.

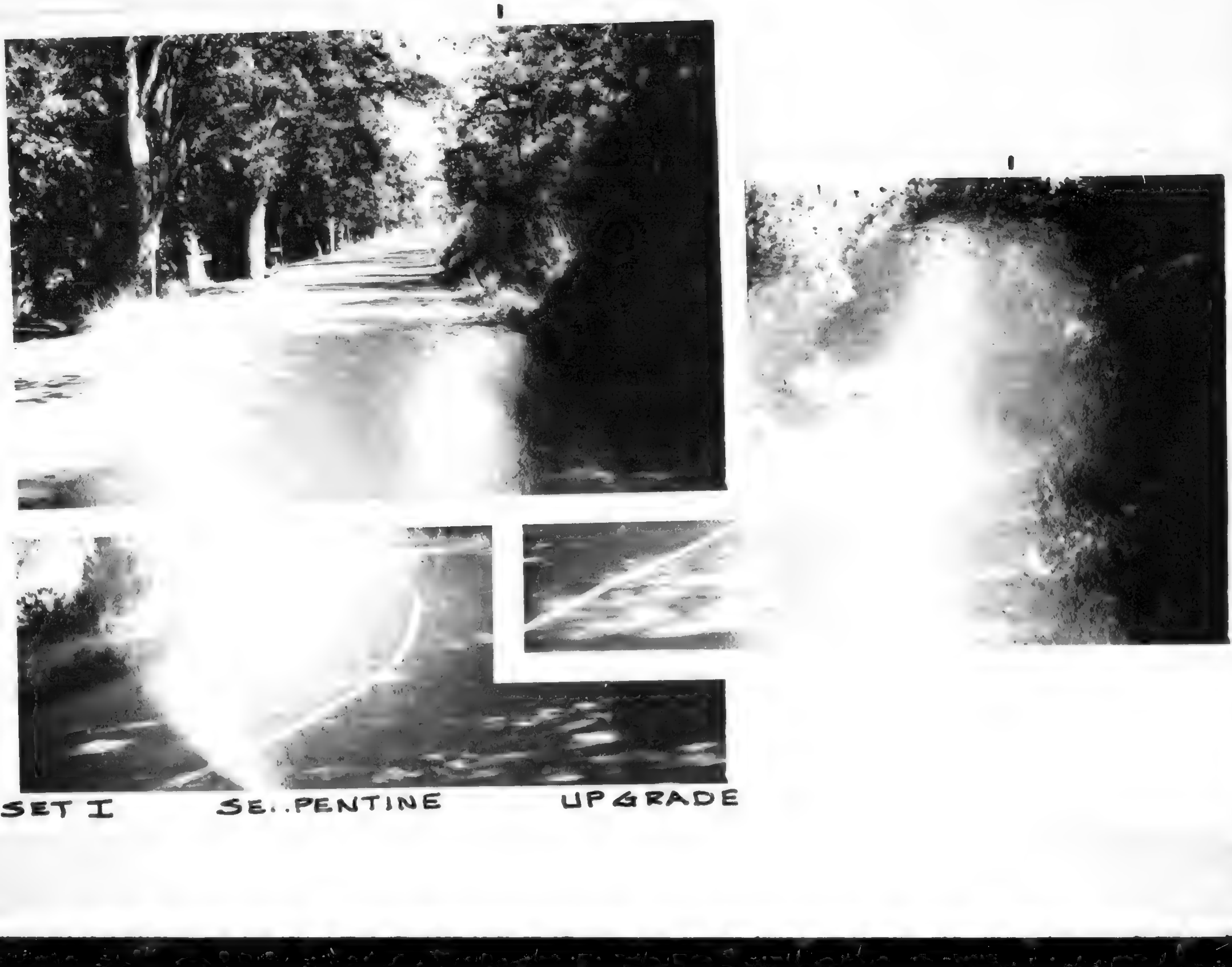
#6. INTERSECTION
EUGENE.



SET I SERPENTINE UPGRADE

#4. P.C. OF SWITCHBACK
LOOKING S.E.

OF SWITCHBACK
KING S.W.



SET I SERPENTINE UPGRADE

#4. P.C. OF SWITCH
LOOKING S.E.

#3. P.I. OF 2ND CURVE LOOKING
S.E.

SET I SERPENTINE UPGRADE

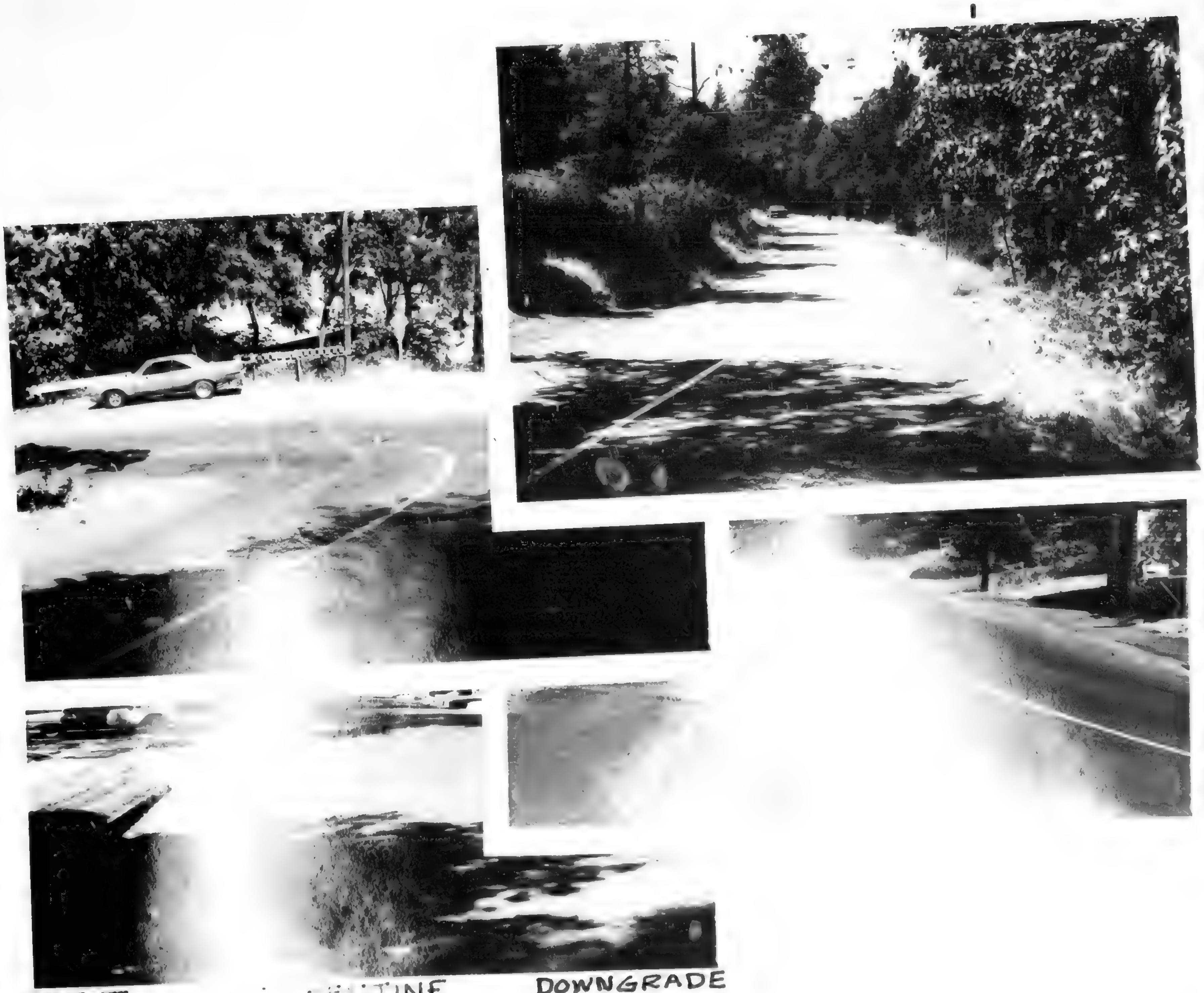
SET I SERPENTINE UPGRADE

#1. INTERSECTION OF 6th &
SHERMAN LOOKING SOUTH

#2. P.T. OF 1st CURV
S.E.

SET II SERPENTINE DOWNGRADE

#5. APPROX. ½ WAY BETWEEN
4TH & SWITCHBACK
LOOKING N.W.



SET II SERPENTINE DOWNGRADE

#4. P.C. OF SWITCHBACK
LOOKING N.W.

ROX. 1/2 WAY BETWEE
& SWITCHBACK
KING N.W.

SET II SERPENTINE DOWNGRADE

#4. P.C. OF SWITCH
LOOKING N.W.

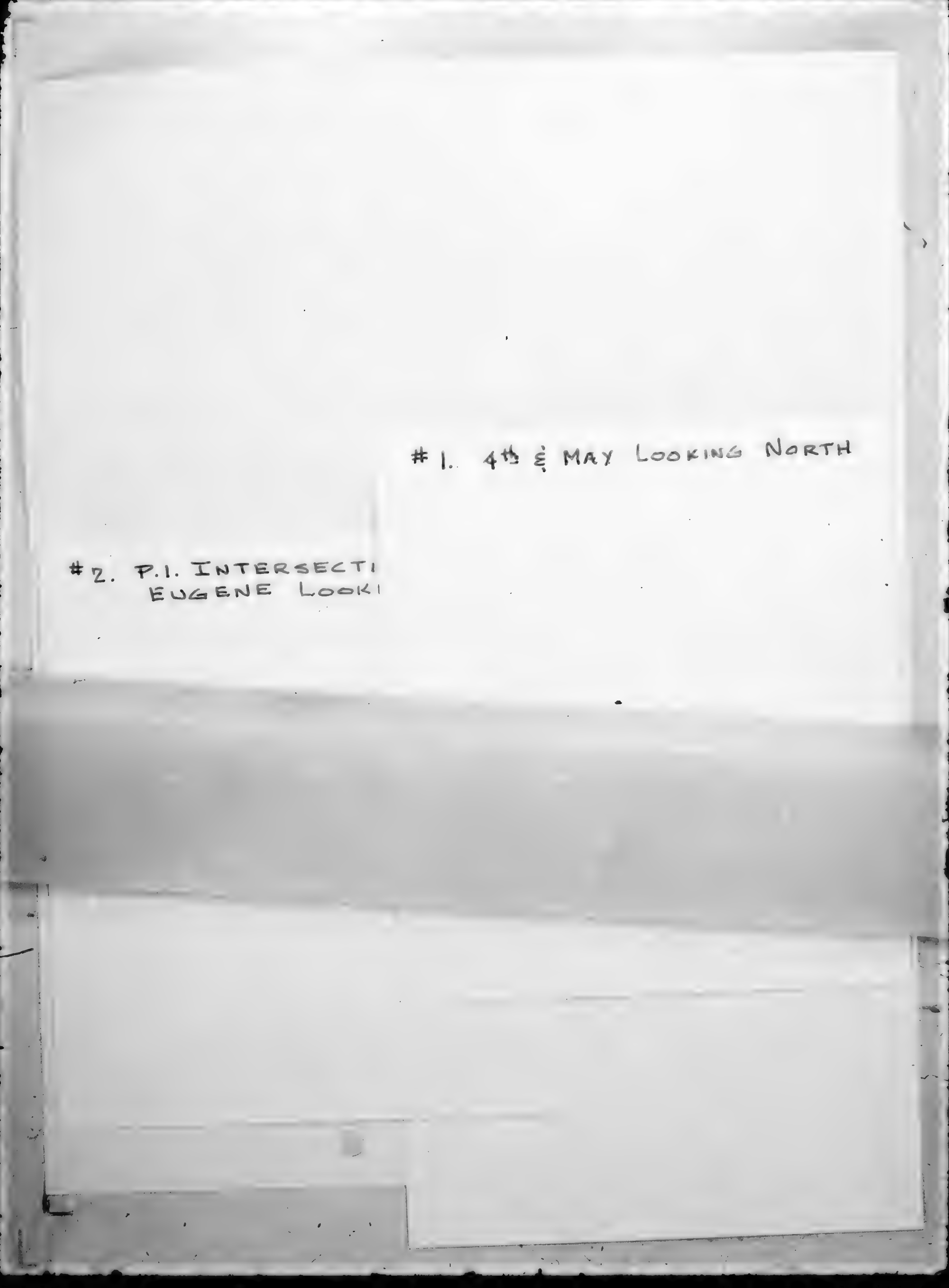
#3. P.T. OF SWITCHBACK
LOOKING EAST

SET II SERPENTINE DOWNGRADE

#2. P.I. INTERSECTION 4th &
EUGENE LOOKING N.E

OF SWITCHBACK
KING EAST

SET II . SERPENTINE DOWNGRADE



#1. 4th & MAY LOOKING NORTH

#2. P.I. INTERSECTI
EUGENE LOOKI

1975
9/77
salem

City of Hood River 78/22

SOS $75,000 (64,500 Fed)

Serpentine Rd (Sherman Way)

$100,000 project cost
64,500 Federal Aid %
re: 75,000 cost
35,500 Local cost

---

grade - pave approx. .42 miles
city prel/const. engineering
retaining wall & related
other cost of construction

SCA 3/4 years past
1980 est cost $260,000+

9316

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO.	COUNTY Hood River	DIVISION Oregon
DATE OF REPORT Oct. 16, 1984	REPORT MADE BY 10-16-84 Chuck Fredrickson		PROJECT NO. SOS-1401(1)
COMPLETION DATE (Actual) Sept. 21, 1981	ACCEPTANCE DATE BY CONRTACT AGENCY March 18, 1982	TIME ELAPSED 92 %	CONTRACT TIME 55

LOCATION

Sherman Ave.-Eugene St. Section of Serpentine Road in the City of Hood River

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of roadbed excavation, aggregate base and asphalt concrete pavement.

   B. Construction of concrete curbs.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Mid-Columbia Paving Co.

3. Contract Amount: $79,655.50

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

RECEIVED
STATE HWY ENGR
OCT 31 '84
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed by G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 10/30/84	TITLE Field Operations Engineer	DATE 10/30/84

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9316

File

L,

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

4-8-82

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
R. L. Coats No. 9293	Lake-Harney Co. Line Harney County	March 4, 1982
Eugene Sand & Gravel, Inc. No. 9237	Poodle Creek Road Lane County	March 5, 1982
Horton Bros., Inc. No. 9285	S.Bank Chetco River Rd. U'Xing. Curry County	March 9, 1982
Tice Electric Co. No. 9269	Arterial St. Light Conversion Proj. (Portland) Multnomah County	March 16, 1982
Mid-Columbia Paving Co. No. 9316	Sherman Ave.-Eugene St. (Hood River) Hood River County	March 18, 1982
Hertz Electric,Inc. No. 9244	Central Ore. Hwy. & Arnold Mkt. Rd. Deschutes County	March 18, 1982
Baker Redi-Mix, Inc. No. 9323	Auburn Ave.-Broadway St. & Dewey Ave.-Broadway St. Baker County	March 18, 1982
L.W. Hembree Co. No. 9195	Tualatin Valley Hwy. @ SW 247th Ave. (Hillsboro) Washington County	March 19, 1982
R. L. Coats No. 9333	U.S. Hwy. 97 - U.S. Hwy. 26 Jefferson County	March 19, 1982
Slayden & Holm, Inc. No. 9267	Dairy Creek (Susbauer Rd.) Bridge Washington County	March 22, 1982
Babler Bros., Inc. No. 9224	Polallie Cr.-M.P. 84.94 Hood River County	March 30, 1982

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Electric, Inc. No. 9270	Mt. Hood Hwy.@ Welches Rd. Clackamas County	March 31, 1982
L. W. Hembree Co. No. 9194	Mt. Hood Hwy. @ SE Hogan Rd. & Burnside Rd. (Gresham) Multnomah County	March 31, 1982
Mill Plain Electric No. 9330	Sunnyside Rd. @ SE 97th Ave. & Kaiser Hosp. Access Clackamas County	April 1, 1982
Jim Hall Contracting No. 9313	362nd Dr. @ Skogan Road Clackamas County	April 1, 1982
Coral Construction Co. No. 9334	Lane Co. Pavement Marking Project No. 4 Lane County	April 1, 1982
Columbia Pacific Construction Co. No. 9364	Blind Slough (Barendse Rd.) Bridge Clatsop County	April 6, 1982
C.W. McCallen Const.Co. No. 9085	SW Hall Blvd.-SW Oak St. Washington County	April 7, 1982

April 8, 1982

CT Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9316

L.

April 1, 1982

The American Insurance Company
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#9316

Gentlemen or Ladies:

On March 22, 1982, we wrote to you concerning release of final payment on Contract No. 9316 awarded to Mid-Columbia Paving Co. for work on the Sherman Avenue-Eugene Street (Hood River) Section of Serpentine Road in Hood River County.

Final payment on this contract is $2,047.27 and the total contract amount is $80,105.90. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Mid-Columbia Paving Co.
P. O. Box 680
Hood River, OR 97031

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: C. T. Keasey
Walt Hart
E. L. Hardt

#9316 10-29-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-1401(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 80127

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

cc RC 51-10
cc
Hood River

7. DATE AUTHORIZATION EFFECTIVE 10/29/81
8. FEDERAL ROUTE NUMBER Non Federal aid
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Sherman Avenue - May Street (Hood River) Section

11. GENERAL DESCRIPTION OF WORK
Construction Engineering - Consultant

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 10/9/81 I concur that Construction Engineering performed by Tenneson Engineering Company is a participating cost effective June 3, 1981 at a TEC of $5,000 which includes a net fee of $750.

RECEIVED
STATE HWY ENGR
NOV 4 '81
REFER TO
[illegible]
FOR
Info Inves R/D J R Sign Act File

14. DATE 10/29/81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9316

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

October 9, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. SOS-1401(1)
Sherman Ave.-Eugene St. (Hood River) Sec.
Hood River County

I request your concurrence that construction engineering work by the consultant firm of Tenneson Engineering Company is a participating cost on the project from the PS&E Approval date of June 3, 1981 on the subject project.

The consultant agreement was approved by your office on June 1, 1978 at which time authorization was given for the preliminary engineering portion of the work; however, when authorization to advertise for bids for construction was requested we inadvertently overlooked requesting authorization for the consultant to proceed with the construction engineering portion of work under the agreement.

CL:bkc

cc: R. Hacek
H. Reynoldson

Form 734-3122

STATE OF OREGO

INTEROF E MEMO

Contract Payments 378-6594 CON 5

TO: Warren Richards
Construction Office Manager

DATE: September 29, 1981

R. D. Church by mk

FROM: R. D. Church
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9316, Work Completed September 21, 1981

Project Sherman Ave. - Eugene St. (Hood River) 3Q-SCA

Highway Serpentine Rd.

County Hood River

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date ____________________

Construction Office Manager

RDC:mk

cc: J. B. Boyd
Don Harwell
Hank Wakerlig
John Jenkins
Louis Olson
Leo King

Don H.

125-1387

4316

L

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hood River

WEEK ENDING: 9/19/81

SECTION PREFIX: 314 - 1095

HIGHWAY: Serpentine Road

COUNTY: Hood River

NAME OF JOB: Sherman Ave.- Eugene St.

KIND OF WORK: Grading & Paving

CONTRACTOR: Mid - Columbia Paving Co.

CONTRACT NUMBER: 9316

FEDERAL AID PROJECT NUMBER: SOS - 1401 (1)

DATE OF CONTRACT: 7/29/81

DATE WORK STARTED: 8/24/81

ESTIMATED COMPLETION DATE: 9/26/81

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN 6 SUPERVISION 1

SPECIFIED WORK DAYS –

WORK DAYS USED –

SPECIFIED CALENDAR DAYS 60

CALENDAR DAYS USED 53

SPECIFIED COMPLETION DATE: 9/26/81

PERCENT OF TIME ELAPSED: 88 %

PROJECT AUTHORIZATION $ 94,526.05

EXCLUSIVE OF ENGINEERING $ 86,270.50

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 86,270.50

ESTIMATED PERCENT OVERRUN UNDERRUN 0 %

ENGINEERING AUTHORIZATION $ 8255 55

ENGINEERING COST TO DATE $ 4500 00

PERCENT OF AUTHORIZATION 55 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 96 %

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 94%

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR [✓ PAVE]	MAT'L. PROD		
				100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					0.27
MILES PARTIALLY COMPLETED					
MILES COMPLETED					0.27
TOTAL ESTIMATED QUANTITIES (CONTRACT)					965 Tons
TOTAL QUANTITIES CORRECTED TO DATE					946 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
SEP 25 1981
CONSTRUCTION BRANCH

ASHE
CAE
FOE
QCE
SCS
EEO

OM
CA
LE
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	—
MONDAY	BLADING ROCK DIGGING POST HOLES FOR GUARD RAIL
TUESDAY	FINISH BLADING & ROLLING BACKFILL BEHIND CURBS
WEDNESDAY	PAVING - 1ST LIFT 433 TONS
THURSDAY	PAVING - 2ND. LIFT 513 TONS
FRIDAY	NO ACTIVITY
SATURDAY	—

REMARKS

SIGNED Bill Jennings LOCATION THE DALLES

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9316

CON 5

DATE: August 25, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
SOS-1401(1)

Contract 9316, Work Started August 19, 1981

Project Sherman Ave.-Eugene St. (Hood River)

Highway Serpentine Rd.

County Hood River

RDC:mk

cc: R. D. Church

9316

L.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-126	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Hood River
MODIFICATION NUMBER 1	8-1981	Project Number SOS-1401(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 23, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 17,000	$ 105,381
Federal funds	$ 6,900	$ 64,500
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

File

Oregon State Highway Division
Salem, Oregon August 12, 1981

Federal Aid Project
No. SOS-1401(1)

Sherman Ave.-Eugene St. (Hood River) Sec.
Serpentine Road City St. Hood River

PROJECT AGREEMENT ESTIMATE

Type Code PE Preliminary Engineering			All Required	$12,000.00
Type Code 6201 Roadway (Sta. 0+30 to Sta. 14+66)				
Mobilization			All Required	$ 3,000.00
Temporary Protection and Direction of Traffic			All Required	1,000.00
Temporary Signs	134	Sq. Ft.	4.50	603.00
Temporary Barricades	6	Each	100.00	600.00
Flagmen	80	Hour	1.00	80.00
Removal of Structures and Obstructions			All Required	1,500.00
General Excavation	1,260	Cu. Yd.	5.50	6,930.00
Watering	70	M-Gal.	5.00	350.00
1 1/2"-0 Aggregate Base	980	Cu. Yd.	17.00	16,660.00
3/4"-0 Aggregate Base	165	Cu. Yd.	18.00	2,970.00
Class "B" Asphalt Concrete	965	Ton	32.50	31,362.50
Guard Rail, Type 2	100	Lin. Ft.	30.00	3,000.00
Concrete Curbs	2,900	Lin. Ft.	4.00	11,600.00
				$79,655.50
Anticipated Items				
Permanent Pavement Striping			All Required	$ 900.00
Temporary Erosion Control			All Required	1,000.00
				$ 1,900.00
			SUBTOTAL	$81,555.50
			Engineering	11,825.50
			TOTAL	$93,381.00

Length of Project ---------------- 0.272 miles
Cost of Roadway Per Mile ---------$343,312.50

Work Retained in Program Status
(not included in totals below)

Slide Correction	All Required	$ 1,000.00

SUMMARY OF FUNDS (85.88%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 12,000.00	$ 6,900.00	$ 5,100.00
Roadway	93,381.00	57,600.00	35,781.00
TOTAL	$105,381.00	$64,500.00 *	$40,881.00

Group 1 100%
Contract No. 9316
Prefix 314-1991
Prefix 314-1095

* Fixed Amount

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-179	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-23-79	State Oregon County Hood River Project No. SOS-1401(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Streets, Serpentine, Eugene & 4th (Hood River)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-22-78	0.42
RIGHTS-OF-WAY		
CONSTRUCTION	11-22-78	0.42
OTHER *(Specify)*		

FUNDS Pro Rata -- %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 17,000.00	$ 6,900.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 23 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen file

Oregon State Highway Division
Salem, OR   August 21, 1979

Federal Aid Project
No. SOS-1401

Sherman Ave.-May St. (Hood River) Section
City Streets in Hood River County

Project Agreement Estimate

Type Code PE
Preliminary Engineering

Preliminary Engineering (State Forces)	All Required	$ 12,000.00
Consultant Agreement (Tennison Engr. Co.)	All Required	5,000.00
	Total	$ 17,000.00

Length of project. . . . . . 0.42 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 17,000.00	$ 6,900.00	$10,100.00
Retain in Program PS&E Status	100,000.00	57,600.00	42,400.00
Total	$117,000.00	$64,500.00	$52,500.00

Group 1 - 100%
Prefix: 314-1991

9316

July 2, 1981

City Council
City Hall
Hood River, Oregon 97031

ACC

Attn: Mr. Bruce A. Erickson
City Administrator

Gentlemen:

(THIS REPORT SUPERSEDES REQUEST DATED 6-26-81)

On June 26, 1981 the Highway Division received a satisfactory bid from Mid-Columbia Paving, P.O. Box 10448, Yakima, Washington 98909 for the Sherman Avenue-Eugene Street Section on Serpentine Road. This is a combination Special City Allotment project and an OFF SYSTEM Project No. SOS-1401(1). Based upon the contractor's bid the City's advance deposit will be:

Contractor's Bid *	$79,655.50
4 1/2% Contingencies	$ 3,584.50
10% Engineering	7,965.55
Est. Total Construction Cost	$91,205.55
+ Est. P.E. Cost	7,000.00
Est. Project Cost	$98,205.55
Less SCA Funds	25,000.00 ✓
Less Federal Funds	64,500.00 ✓
CITY'S SHARE OF COSTS	$ 8,705.55

By rounding the City's advance deposit will be $8,700.00

*In a telephone converstation with Mr. Jerry Branton on 7-1-81, we were informed that City at their own expense, with their own forces, would (1) make any necessary slide corrections, (2) do necessary erosion control, and (3) do the pavement marking.

+The City will be given credit for their PE Advance Deposit at the time of final billing.

We will award the contract when we receive your advance deposit, which should be in this office no later than July 17, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

$8,700 RC'D 7-17-81
Contr. Awarded

D. E. Swan
Operation Programming Engineer

HR:pf
Attachment
bcc w/AD # 911 REV.: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 911 REV. when advance deposit is received.

9316

June 26, 1981

ACC

City Council
City Hall
Hood River, Oregon 97031

Attn: Mr. Bruce A. Erickson
City Administrator

Gentlemen:

On June 25, 1981 the Highway Division received a satisfactory bid from Mid-Columbia Paving, P.O. Box 10448, Yakima, Washington 98909 for the Sherman Avenue-Eugene Street Section on Serpentine Road. This is a combination Special City Allotment project and an OFF SYSTEM Project No. SOS-1401(1). Based upon the Contractor's bid the City's advance deposit will be:

Contractor's Bid	$ 79,655.50
Slide Correction	1,000.00
Pavement Striping	900.00
Erosion Control	1,000.00
4 1/2% Contingencies	3,715.00
10% Engineering	8,255.50
TOTAL CONSTRUCTION COSTS	$ 94,526.00
Est. P.E.	7,000.00
PROJECT COST	$101,526.00
Less SCA Funds	25,000.00
Less Federal Funds	64,500.00
CITY'S SHARE OF PROJECT COSTS	$ 12,026.00

City is now [illegible] 7-1-81

101,000
2900
9,

By rounding the City's Advance Deposit will be $12,000.00

We will award the contract when we receive your advance deposit, which should be in this office no later than July 17, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

HR:pf
Attachment
bcc w/AD # 911: Jon Rose, Region N Federal Aid Engineer
Vern Skoog - Please return completed AD # 911 when advance deposit is received.

9316

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-3-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-1401(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division - Salem, OR

4. PROGRAM NO.

5. ITEM NO. 80127

6. TO
Mr. H. S. Coulter,
State Highway Engineer
Oregon State Highway Division
Salem, OR

7. DATE AUTHORIZATION EFFECTIVE 6-3-81

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Sherman Avenue - May Street (Hood River)

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 5-28-81 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
JUN 10 '81
REFER TO Mochring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 6-3-81

15. SIGNATURE OF APPROVING OFFICIAL G K Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9316

STATE OF OREGON

INTEROFFICE MEMO

City

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: May 28, 1981

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening June 25, 1981

Federal-aid Project No. SOS-1401(1) Highway No. 2014 City

Federal-aid Project Name Sherman Ave.-Eugene Ave. (Hood River)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project. This report does not include the status of Railroad & Utilities' files that may be in the area of this contract, but are reported separately by our Utility Section.

[ ] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[X] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * * *

[X] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

1 Versteeg ✓
Anderson
3 Christensen W
Olson
2 Sullivan JW
Terpin
Trout
Wakarlig

RECEIVED
MAY 28 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

FCL: jr

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Contains Recycled aterial

9316

Hood River

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/27/81

Donald L Rout

Tom

6-25-81 Bid Letting ____________ All Clear Deadline

SECTION Sherman Ave-Eugene Ave (Hood R.)

Highway City Street

County Hood River Region 4

Type of Work G-P Funds 05

State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☒	☐	☐	☒

State-wide ✓

Highway 9316 Serpentine Road 5-20-81 Project Length 0.27 mi.

/County Hood R er Completion ime 60 CD

Kind of Work Grading and Paving Est. Comp. Date Sept. 24, '81

Prefix 314 - 1991 Letting Date June 25, '81 Project No. SOS-1401(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 80,955^{50}
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
✓ Slide Correction	1,000	
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
✓ Permanent Pavement Striping.	900	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
✓ Temporary Erosion Control	1,000	
State Furnished ________		
Roadside Seeding & Mulching		$ 2,900^{00}
Asphalt Cement Adjustment.		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
Adjust Utilities:		
Subtotal		$ 83,855^{50}
Contingencies (4-1/2%)		3,773^{50}
Engineering (~~8~~, ~~9~~, [✓ 10%])		8,385^{55}
~~Subtotal~~		$
Credit for ________		
Estimated Net Authorization, Construction		$ 96,014^{55}

APPROVED

____
Road Design Engineer

Jon Rose
5-20-81

Rev. 3/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

n Sherman Ave. - Eugene St. (Hood River) County Hood River

Of Work Grading and Paving Length 0.27 mi. Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(7%)	5,300-
Temporary Protection and Direction of Traffic		All	All	-	750
Temporary Signs		Sq. Ft.	134	7-	938
Temporary Barricades		Each	6	125-	750
Flagmen		Hour	80	23.50	1,880
ROADWORK					
Removal of Structures and Obstructions		All	All	-	550
General Excavation		Cu. Yd.	1,260	5-	6,300
Watering		M-Gal.	70	10-	700-
1½"-0 Aggregate Base		Cu. Yd.	980	12.50	12,250
¾"-0 Aggregate Base		Cu. Yd.	165	13.50	2,227-
Class "B" Asphalt Concrete		Ton	965	34-	32,810
Guard Rail, Type 2		Lin. Ft.	100	20-	2,000
Concrete Curbs		Lin. Ft.	2,900	5-	14,500

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    [illegible] [illegible]  [illegible]  [illegible]                                          [illegible]
    312   1999    905    00 P 1                                                      1[illegible].17
    312   1999    915    00 P 1                                                      133.68
    312   1999    923    00 P 1                                                      166.[illegible]
                  TOT      P1                                                        424.93
               ** JOB TOTALS **                   **                    **           424.93  **

SHERMAN AV-MAY ST. HD RIV    CONT NO       FA PROJ NOS SOS 401001 100                            STATE
    314   1991    295    00 N 9                                                      730.00
    314   1991    296    00 N 9          242.21CR              509.27CR            5,6[illegible]CR
    314   1991    298    00 N 9          242.21                509.27              4,912.55
    314   1991    901    00 P 1          287.14                473.63              1,[illegible].96
    314   1991    904    00 P 1                                                    4,000.00
    314   1991    905    00 P 1          288.03                288.03                2[illegible]3.03
    314   1991    910    00 P 1                                                       3[illegible].24
    314   1991    911    00 P 1                                                       83.83
    314   1991    914    00 P 1                                124.77                124.77
    314   1991    921    00 P 1          153.22                153.22                153.22
    314   1991    922    00 P 1                                                        9.06
    314   1991    923    00 P 1                                                      416.88
                  TOT      P1            728.39              1,039.65              6,194.99
               ** JOB TOTALS **          728.39  **          1,039.65  **          6,194.99  **

MCANDREWS RD(FEDFORD)TITLE203 CONT NO   * FA PROJ NOS RRP 519008 100                             STATE
    315   1914    296    00 N 9                              1,235.03CR            3,075.03CR
    315   1914    298    00 N 9                              1,235.03              3,0[illegible]5.03
    315   1914    901    00 P 1                                                      3[illegible]2.54
    315   1914    901    00 N 1                                                       25.06
    315   1914    905    00 P 1                                                       74.68
    315   1914    906    00 P 1                                                        3.03
    315   1914    907    00 P 1                                                    2,416.65
    315   1914    909    00 P 1                                                      3[illegible].91

TOTAL TO DATE JOB COST SUMMARY                                          APRIL 1981      PAGE  746
                                                                          FISCAL        GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX    FUNCTION  GR  CURRENT MONTH  YEAR TO DATE    TO DATE
                                   315  1914   914    00 P 1                             1[illegible].39
                                   315  1914   918    00 P 1                               1.10
                                               TOT      P1                             3,372.25
                                               TOT      N1                               2[illegible].06
                                            ** JOB TOTALS **         **            **  3,397.31  **

FINE ST & SPRR (CENTRAL PT)   CONT NO      * FA PROJ NOS RRP 510602 100                          STATE
    315   1917    296    00 N 9                                                      876.09CR
    315   1917    298    00 N 9                                                      87[illegible]
    315   1917    901    00 P 1                                                       7[illegible].96
    315   1917    905    00 P 1                                                       [illegible]2.65
    315   1917    907    00 P 1                                                      7[illegible].63
    [illegible]   1917    91[illegible]    00 P 1                                                      [illegible]
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4-81

9316

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TOTAL TO DATE JOB COST SUMMARY                                                 APRIL 1981        PAGE  745
                                                                                  FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH  YEAR TO DATE      TO DATE
                                                                                                     696.75
                                   312   1910     901     00 N 1                                   6,992.00
                                   312   1910     904     00 P 1                                     956.38
                                   312   1910     905     00 P 1                                       2.00
                                   312   1910     914     00 P 1                                      32.14
                                   312   1910     920     00 N 1                                     705.41
                                   312   1910     921     00 P 1                                      20.73
                                   312   1910     922     00 P 1
                                                  TOT     P1                             .26        9,606.06
                                                  TOT     N1                                        1.696.80
                                               ** JOB TOTALS **             **           .26  **   11,302.86  **

                                                                                                          STATE
  AIRPORT RD-JOHN DAY            CONT NO      * FA PROJ NOS SRS 00S078 100                              42.49
                                   312   1999     295     00 N 9                                      424.93CR
                                   312   1999     296     00 N 9                                      382.44
                                   312   1999     298     00 N 9                                      120.17
                                   312   1999     905     00 P 1                                      138.68
                                   312   1999     915     00 P 1                                      166.08
                                   312   1999     923     00 P 1                                      424.93
                                                  TOT     P1
                                               ** JOB TOTALS **             **                **      424.93  **

                                                                                                          STATE
  SHERMAN AV-MAY ST, HO RIV      CONT NO        FA PROJ NOS SOS 401001 100                             730.00
                                   314   1991     295     00 N 9     242.21CR         509.27CR     5,662.55CR
                                   314   1991     296     00 N 9     242.21           509.27       4,932.55
                                   314   1991     298     00 N 9     287.14           473.63       1,084.96
                                   314   1991     901     00 P 1                                   4,000.00
                                   314   1991     904     00 P 1     288.03           288.03         288.03
                                   314   1991     905     00 P 1                                      34.24
                                   314   1991     910     00 P 1                                      83.83
                                   314   1991     911     00 P 1                      124.77         124.77
                                   314   1991     914     00 P 1     153.22           153.22         153.22
                                   314   1991     921     00 P 1                                       9.06
                                   314   1991     922     00 P 1                                     416.88
                                   314   1991     923     00 P 1     728.39         1,039.65       6,194.99
                                                  TOT     P1
                                               ** JOB TOTALS **      728.39  **     1,039.65  **   6,194.99  **

                                                                                                          STATE
  MCANDREWS RD(MEDFORD)TITLE203 CONT NO       * FA PROJ NOS RRP 519008 100      1,235.03CR     3,035.03CR
                                   315   1914     296     00 N 9                     1,235.03       3,035.03
                                   315   1914     298     00 N 9                                     372.54
                                   315   1914     901     00 P 1                                      25.06
                                   315   1914     901     00 N 1                                      74.68
                                   315   1914     905     00 P 1                                       3.03
                                   315   1914     906     00 P 1                                   2,416.65
                                   315   1914     907     00 P 1                                     354.91
                                   315   1914     909     00 P 1
```

9316

OREGON STATE HIGHWA DIVISION

4-15-81

TO: Jeri Rose

SUBJECT: Sherman Ave - Eugene St
Serpentine Rd Hood R Co.

FROM: Curt. Duval

DATE: 4-14-81

Attached, preliminary plans for subject project. No comments.

I have not received Reid Merritt's plans as yet. I called but Reid was not in and his crew did not know what happened to the plans.

Curt Duval
(SIGNATURE)

PLEASE REPLY HERE

4/15/81

BUZ SWAN —

These plans for the Serpentine Road SOSR project in Hood River have been reviewed in Metro and there are no comments. Two sets were sent to the City for signatures but they have not yet been returned. Please advise the Design Section

Jeri Rose —

CC:

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

9316

L.

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project SOS-1401(1)
Sherman-Eugene Section
Serpentine Road (Hood River)
(Your DES 16-1)

Date: April 15, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOD

Your letter of April 10, 1981, outlines the general design criteria for this project. Your files should show:

1. Existing conditions (grade, alinement, section) and operating speeds.
2. Proposed design criteria.
3. Compatability of proposal with adjacent sections, including a review of safety aspects and any improvements planned in the foreseeable future.
4. These items will support your finding in the public interest.

Confirming your discussion with Tom Lowe, I concur in your proposed deviation from standards. Future requests for deviation from standards should include the above data.

G. K. Hassner
for Dale E. Wilken

cc:
OSHD (J H Versteeg, Rd Design)

RECEIVED
STATE HWY ENGR
APR 16 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9316

2.

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 10, 1981

RECEIVED
STATE HWY ENGR
APR 10 '81
REFERRED TO
FOR

DES 16-1

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attn Glenn K. Hossner

Dear Sir:

Sherman Ave.-Eugene St. (Hood River) Section
Serpentine Road
Hood River County

This SOS project is for the improvement of a city street, Serpentine Road, which is the main travel route between a residential area and downtown.

The present ADT is not known; it was 1,500 in 1963. The design speed is 25 miles-per-hour.

The road alignment has curves of approximately 62°, 11°30', 7°45', and 120°. The road is fitted against a hillside on an ascending grade and this is the reason for the selection and number of curves used. The vertical alignment is a 5.25 and an 8.0 percent grade.

The typical section is a 36-foot curbed street (12-foot travel lanes and 6-foot shoulders). The section also provides a 3.5-foot berm on the left (fill) side and a 2.5-foot berm on the right (cut) side.

Guardrail is provided on the outside (fill side) of the 120°± curve. Type 2 guardrail, with Type 1 anchors and Type B end pieces was selected due to the low speed for this sharp curvature and the low project design speed. The guardrail will be installed with the face of rail flush with the curb face.

This letter is submitted as documentation on the exception to minimum design criteria as set forth in the Geometric Design Guide for Local Roads and Streets, AASHTO, 1971.

This has been discussed with and tentatively approved by Mr. Tom Lowe of the Federal Highway Administration.

The project is presently scheduled for the June 25, 1981 contract letting.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Norman Mann
Norman Mann
Acting Final Design Engineer

bc H. S. Coulter ✓
E. S. Hunter
F. E. Terpin
L. E. George
Ed Hardt
Fred Eriksen

FE:ja

9316

STATE OF OREGON

INTEROFFICE MEMO

Hood River

HIGHWAY DIVISION
DEPT

378-6558
TELEPHONE

TO: MEMO TO THE FILES

DATE: 3-10-81

FROM: Lyle K. Watson FINAL DESIGN

SUBJECT: Project Name Change

It has been necessary to change the name of this project

FROM Sherman Ave. - May St. (Hood River) Sec.
Serpentine Road, Hood River County

TO Sherman Ave. - Eugene Ave. (Hood River) Sec.
Serpentine Road, Hood River County

Scheduled May, 1981

cc: Region
Environment
Project Management
Structures
Right-of-Way
Road Design
Traffic
Location

9316

Serpentine Road
LOC 17
Hood River County

2-27-81

LOCATION NARRATIVE

CURRENT CONDITIONS

The existing portion of Serpentine Road from Sherman Street to Eugene Street is in poor condition. The asphalt width averages only 20 feet with rough and uneven edges. On the south side, a section of the road approximately 100 feet long has an almost vertical bank with an average height of 12 feet, laying 20 feet from the pavement. The road presently has no curbs, very narrow shoulders and steep side slopes (± 45%). This creates hazardous conditions, especially during the winter. The road represents the main route of travel between the southeast heights residential section of the city and the downtown area. As such, it is subject to fairly heavy use especially during the 8:00-10:00 a.m. and 4:00-6:00 p.m. hours.

CONSTRUCTION

Due to the City of Hood River's limited funding abilities, the construction will be divided into two contracts.

1. The first contract will be done entirely with City funds through a force account. This work will consist of clearing and grubbing, excavation and storm sewer construction.

   A. Clearing and grubbing will include removal of all trees, brush and debris from inside the right-of-way section to be improved and Disposal Area "A".

   B. Excavation will include removal and disposal of all material on south side of the street as shown on the cross sections. So as not to interfere with traffic during the interim between the two contracts, removal of material will be between the following points:

      > Starting at the edge of pavement on the south edge, cut at a 2:1 slope to subgrade. Cut along subgrade to point laying 2 feet outside of the proposed curb. Cut at a 1:1 slope up to the catch point.

   Any embankment required will also be carried out under this contract. All needed embankment will be taken from the suitable excavated material and brought up to subgrade as shown on the cross sections. Embankment will conform to the Standard Specifications for Highway Construction.

   C. The storm sewer will be located as shown on the plans. Construction of the 12" main line and 8" laterals will take place immediately following completion of the excavation portion of the contract previously stated. The catch basins will be a portion of this contract but will be placed during construction under the second contract, preferably after construction of the curbs and before placement of any base rock.

2. The second contract will be done with the aid from State Highway funds, with supplementary funds coming from the City of Hood River. The construction covered under this contract shall take place as soon as possible following completion of work under the first contract. The major elements of this contract are general excavation, base rock and leveling course, curbs and asphalt concrete pavement. For all other construction elements see the plans, specifications and special provisions.

A. Excavation will consist of the removal and disposal of the remaining material shown on the cross section and not removed under the first contract. The quantity of excavation is an estimate only. Following the completion of the excavation under the first contract, the engineer shall recross-section the road for accurate quantities.

B. Curbs will be standard type "C" curbs. Backfill behind curbs will also be included in this item. Following completion of the curbs, contractors from the first contract shall install the catch basins.

C. Base rock and leveling course shall conform to the plans, specifications and special provisions. The City, County or State will not be supplying a quarry for any rock. All necessary rock will be provided from an approved commercial source.

D. Asphalt concrete pavement shall also conform to the plans, specifications and special provisions. Again, the City, County or State will not be providing an aggregate source. All necessary material shall be provided from an approved commercial source.

UTILITIES

Existing utilities located in the construction area are owned by United Telephone System, Pacific Power and Light, Northwest Natural Gas, Diamond Fruit Growers and the City of Hood River.

Movement of any conflicting utility is the responsibility of the City. Since the City has franchise on the street, any costs incurred shall be borne by the utility owners. For approximate utility locations refer to the plans. It will be the intent and responsibility of the City of Hood River to obtain all required utility relocations prior to the start of the work on the contract issued by the Oregon State Department of Transportation.

SOILS

The existing roadbed cutbanks provide a soil profile exposure of some 15 feet vertical depth along the south side of the present traveled way. The exposed material is boulders intermixed with a sandy, cemented gravel conglomerate, standing on a stable near vertical slope. The existing roadbed is a penetration type asphalt surface with no gravel sub-base underneath it, which has been in existence for at least 40 years. The present roadbed, although narrow and raveling does not indicate any soft spots, undue settlement or settlement conditions in the subgrade, even with the minimal surface treatment. Excavations conducted in the roadbed for ditchwork and utility installations indicate the same soil conditions that are exposed in the cutbanks prevail in the subgrade. With these existing conditions we do not anticipate any problems whatsoever in unsatisfactory subgrade material after removal of the existing asphalt surface or in utilizing a sideslope on the cutbanks of 1 to 1.

RIGHT-OF-WAY

All work under the State Highway funded contract will be within the existing right-of-way. At this writing additional right-of-way is needed for the side slopes on the south side of Serpentine Road from approximately Station 6+00 to Station 11+00. Preliminary contact has been made with the property owner and there are no anticipated problems. A certificate of right-of-way will be provided by the City of Hood River.

TRAFFIC

During construction the entire road shall be closed to through traffic. Residents (three single-family homes) along the construction area will be allowed access to their driveways through the barricades at the intersection of Serpentine and Sherman Street. Due to the inconvenience this will cause, completion of the project as soon as possible after start of construction will be desirable. Details of sign and barricade locations are covered in the special provisions and shall conform to the Standard Highway Specifications.

CONTROL

Since the project is broken into two separate contracts, it will be necessary for the engineer to provide two surveys, besides the original centerline layout and cross-sectioning, which have already been completed. The first survey will consist of slope staking both north and south sides of the road for cuts and fills.

After completion of the first contract, the second survey will take place. This will consist of recross-sectioning and setting curb offsets with the proper cut or fill marked on them.

There will be no need to reference alignment points for the following reasons: First, the small size of project - there are only three curves. It is just as easy to rerun centerline from the beginning as it would be to re-establish centerline by pulling off the reference points. Secondly, construction under the first contract should not disturb the centerline points, most of which lay in the existing asphalt. These points will make it easy to set the needed curb offsets and to recross-section the road.

Bill Tenneson, Project Engineer

SUMMARY--BID SCHEDULE--COST ESTIMATE Date DEC. 1980

ection SHERMAN AVE~ MAY [illegible]T. (HOOD RIVER) SEC. County HOOD RIVER

ind Of Work GRADING AND PAVING Length 1450' Name SERPENTINE ROAD

o	Item	Code	Unit	Quant.	Unit Cost	Total
	MOBILIZATION		ALL	ALL	1000^{00}	1,000
	TEMP. PROTECTION AND DIRECTION OF TRAFFIC		ALL	ALL	100^{00}	100
	SIGNS		SQ. FT.	80	7^{00}	560
	BARRICADES		EACH	6	125^{00}	750
	REMOVAL OF STRUCTURES & OBSTRUCTIONS		ALL	ALL	200^{00}	200
	GENERAL EXCAVATION		CU. YD.	1262	6^{00}	7572
	CONCRETE CURBS		LIN. FT.	2900	5^{00}	14,500
	1½"-0 AGGREGATE BASE		CU. YD.	980	14^{00}	13,720
	¾"-0 AGGREGATE BASE		CU. YD.	163	15^{00}	2,445
	WATER		M-GAL.	70	10^{00}	700
	CLASS "B" ASPHALT CONCRETE		TON	966	30^{00}	28,980
	GUARD RAIL		LIN. FT.	100	7^{00}	700
	ADJUSTING MANHOLE		EACH	1	100	100
	TOTAL ESTIMATED BID					71,327
	E[illegible]					10,3[illegible]
						81,669

9316

2.

January 30, 1981

City of Hood River
City Hall
Hood River, OR 97031

AGR 4

Attention: Dorothy M. Swyers
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6558

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the design and construction of the Sherman Avenue-May Street Section of Eugene, 4th and Serpentine Streets.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agreement attached)

9316

1-13-81

RESOLUTION NO. 81-1

(Authorizing the Mayor and City Recorder to execute an amended agreement with State on Serpentine Road)

WHEREAS, the City of Hood River and the Oregon State Highway Division entered into Off-System Project agreement, Contract No. 6238, dated March 21, 1978, concerning the design and construction of the Sherman Avenue - May Street section of Eugene, Fourth and Serpentine Streets and,

WHEREAS, the City of Hood River having received approval for a Special Street Allotment project under ORS 366.805, whereby the City of Hood River will receive special city allotment of $25,000 on the project, now,

THEREFORE, be it resolved that the Mayor and City Recorder of the City of Hood River be and they are hereby authorized and directed on behalf of the City of Hood River to execute a modification to the existing contract agreement, whereby this special city allotment of $25,000 may be used on this project.

PASSED AND ADOPTED this 13th, day of January, 1981.

Charles F. Beardsley
Charles F. Beardsley, Mayor

ATTEST:

Dorothy M Swyers
Dorothy M. Swyers, City Recorder

9316

Hwy # 2014
Prefix 314-1991

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SOS-1401(1)
Project Name Sherman Ave. - May Street (Hood River)
Serpentine Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hood River, Oregon, this 13th day of January, 1981

City of Hood River

Charles F. Beardsley
Mayor

Dorothy M Swyers
City Recorder

Certified By:

Regional Right-of-Way Supervisor
Date 1-19-81

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

9316

December 10, 1980

INT 3-2

City of Hood River
P.O. Box 27
Hood River, Oregon 97031

Attn: Donald J. Branton
City Engineer

SUBJECT: 1981 SPECIAL CITY ALLOTMENT PROGRAM

Dear Mr. Branton:

I am pleased to inform you that on November 25, 1980 the Transportation Commission officially approved your proposed project on Serpentine Road (Sherman to Montello) for construction under the Special City Allotment Program (ORS 366.805).

We will prepare a Special City Allotment Agreement and submit it, through our Region Office in Portland, for your City Council to consider and approve. Until then, no action on your part is necessary.

If you have any questions, feel free to contact this office, 206 Transportation Building, Salem, Oregon 97310, Phone: 378-6563 or:

Jon Rose
Region Federal Aid Engineer
5821 N.E. Glisan Street
Portland, Oregon 97213
Phone: 238-8250

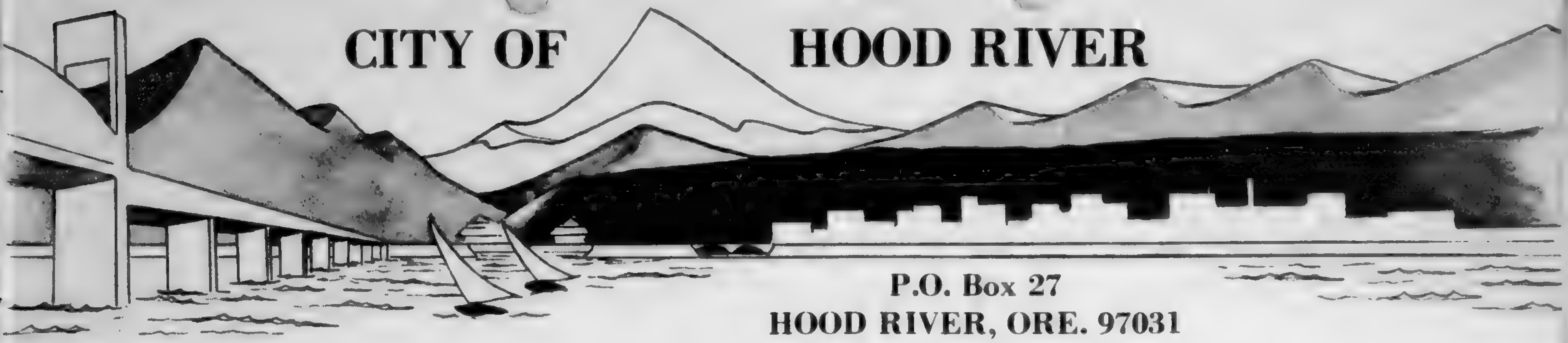
Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf

cc: Region 1, Jon Rose

9316



CITY OF HOOD RIVER

P.O. Box 27
HOOD RIVER, ORE. 97031

October 29, 1980

Ken Husby
Special Programs Engineer
Department of Transportation
210 Transportation Building
Salem, OR 97310

Re: INT 3-2

The City of Hood River is aware of the potential cost of the complete Serpentine project. The City's intent to set the job up with such deductive alternates are necessary in order to do as much of the work as can be afforded within the available funds. These funds consist of the $75,000 Off-Systems Project Grant at an 86% ratio, the $25,000 Special Small Cities Allocation Program monies, assessments to the benefited property owners for curb frontages estimated at $20,000 and City contributions as needed from the City/County arterial funding which, depending on budgetary consideration, could be as high as an additional $25,000. In addition the City is preparing, by doing some of the preliminary utilities relocations and other items of work, to further reduce the total estimated project costs prior to the letting of the bid for the actual construction work. The City is definitely committed to proceed with this work and will definitely have a project which will utilize all available funds.

If you have any further question on this or need further backup data please advise.

Very truly yours,

Donald J. Branton
City Engineer

cc: Jon Rose, Metro
B. A. Erickson, City Administrator

DJB/kk

9316

October 14, 1980

INT 3-2

City of Hood River
P.O. Box 27
Hood River, Oregon 97031

Attn: Donald J. Branton
City Engineer

SUBJECT: SPECIAL CITY ALLOTMENT PROGRAM

Dear Mr. Branton:

Based upon a reconnaissance investigation, your project request for improvement on Serpentine Road is roughly estimated to cost $221,300, with the City's cost being $196,300. If this estimated cost is within your financial means, please notify Ken Husby, 210 Transportation Building, Salem, Oregon 97310, Phone: 378-6514, by mail or phone no later than November 10, 1980.

This project will be included in the 1981 SCA Program to be presented to the Transportation Commission for approval at its meeting on November 25, 1980.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf

cc: Jon Rose, Metro

9316

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: September 10, 1980

Kenneth E Husby

FROM: Kenneth E. Husby
Special Programs Engineer

SUBJECT: City of Hood River

I arrived in Hood River about 10:15 a.m. and met Donald J. Branton, the City Engineer at City Hall. We discussed the project. Mr. Branton said that Hood River would like to combine the SCA funds with the Safer Off-System project they have to reconstruct Serpentine Street from Sherman Avenue to Montocello Avenue. This is a major route connecting the lower portion of Hood River's business district with the large residential area up on the hill. Traffic on Serpentine Street is heavy, has a average daily traffic count of about 1,400 cars a day. Pavement width varies from about 22 feet to 25 feet. The existing asphalt surfacing is in poor condition. If the combined SOS and SCA funding still does not allow Hood River to do Serpentine Street entirely, they will do the lower portion first and then complete the upper portion by forming a local improvement district.

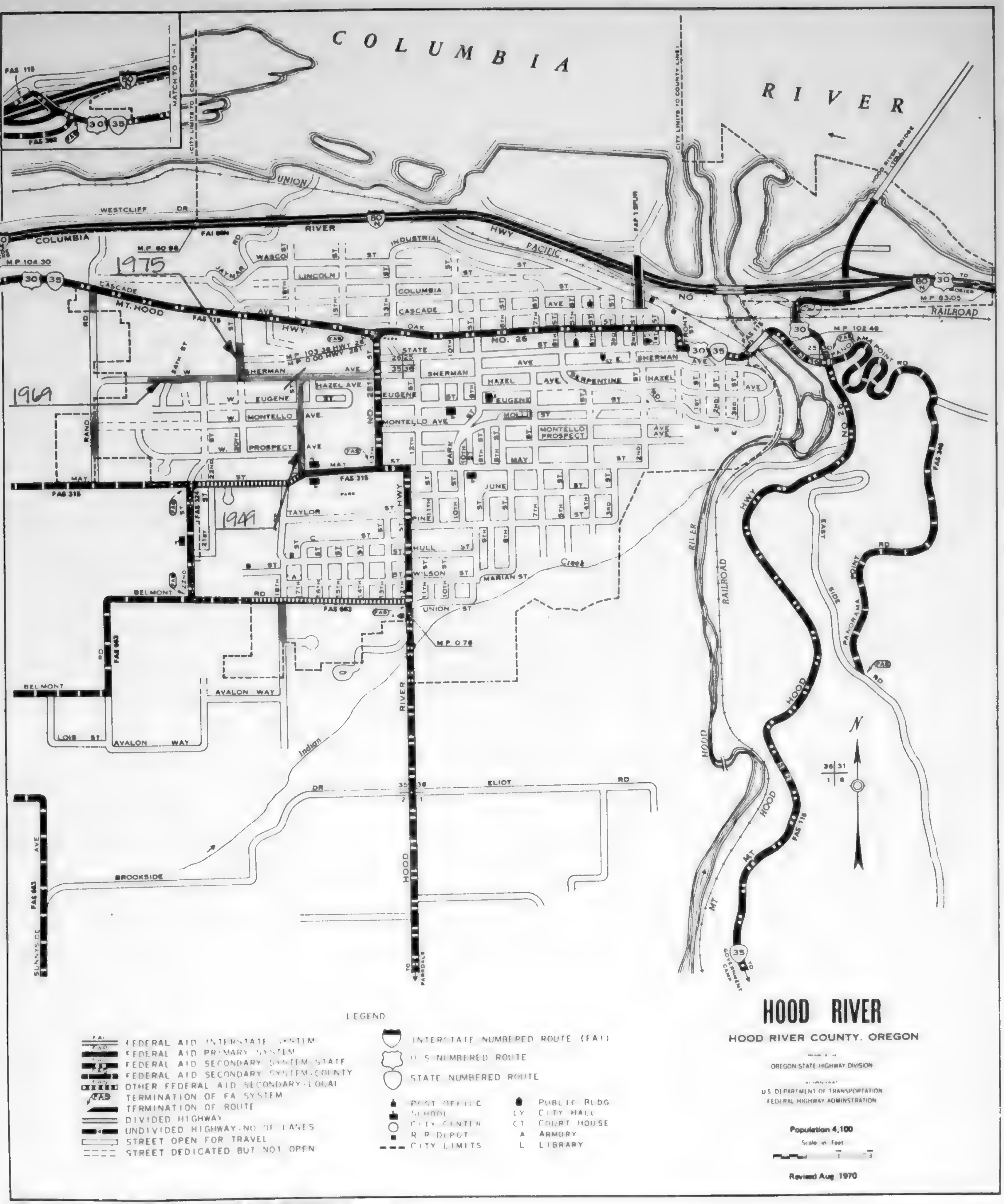
SCORE:

Traffic (Heavy)	10
Wear to Road (Heavy)	10
Population Growth (.2%)	2
3 Previous Projects	6
1975 Last Project	2
Very Interested	5
TOTAL	35

KEH:pf

Contains
Recycled
Materials
81-125-1387

SP*75683-125


COLUMBIA RIVER
1975
1969
1949
FAS 116
MATCH TO I-1
CITY LIMITS TO COUNTY LINE
UNION PACIFIC RAILROAD
WESTCLIFF DR
COLUMBIA RIVER HWY
TO CASCADE LOCKS
M.P. 60.96
M.P. 104.30
MT. HOOD HWY
CASCADE AVE
INDUSTRIAL ST
WASCO ST
LINCOLN ST
COLUMBIA ST
OAK ST
STATE ST
SHERMAN AVE
HAZEL AVE
EUGENE ST
MONTELLO AVE
PROSPECT AVE
MAY ST
JUNE ST
TAYLOR
PINE ST
HULL ST
WILSON ST
MARIAN ST
UNION ST
BELMONT RD
AVALON WAY
LOIS ST
ELIOT DR
BROOKSIDE DR
SUNNYSIDE AVE
RAND RD
HOOD RIVER HWY
TO PARKDALE
NO. 26
FAS 315
FAS 324
FAS 663
FAS 340
FAP 1 SPUR
M.P. 102.48
M.P. 63.05
M P 0.79
M.P. 102.38 HWY 26
M.P. 0.00 HWY 281
PANORAMA POINT RD
EAST SIDE RD
HOOD RIVER BRIDGE (TOLL)
TO MOSIER
Indian Creek
TO GOVERNMENT CAMP
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U S NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R R DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

HOOD RIVER

HOOD RIVER COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 4,100

Scale in Feet

Revised Aug 1970

3 PREVIOUS PROJECTS —
COUNTY ROADS —

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

City: Hood River
Date 9-10-80
Population: 1975: 4540 1980: 4550
Street: Serpentine Str (Sherman to Montello Ave)

No. of Previous Projects 3
Last Project 1975 (Year)
Total SCA Funds $ 45,587
Funds/Capita $
Average/Capita $

Project Length 0.55 Mile
2900'
Right-of-Way Width 60' Feet

	Existing	Minimum	Proposed
Uncurbed Street			
Width of Travelway:	ft.	12 feet	ft.
Width of Shoulders:	ft.	4 feet	ft.
Curbed Street			
Width of Travelway:	ft.	12 feet	38 ft.
Width of Parking:	ft.	6 feet	ft.
Base Design			
Base Course:	in.	9 in.	9 in.
Leveling Course (Optional):	in.	2 in.	2 in.
Type of Surfacing: (i.e.: Oil, Asphalt, Gravel)		Asphalt	AC.
Depth of Surfacing:	in.	3 in.	3 in.

Type curbs: Monolithic - Walks: Width ft. Length ft.
Can street be closed during construction? No Yes
Remarks: Driveways 6
Storm Sewer.

ESTIMATE

	Unit	Gross*	Price	Amount
MOBILIZATION	ALL	$ 8%	$	$ 15,331 50
TEMP. PROT. & DIRECT TRAFFIC	ALL	3%		5751
GENERAL EXCAVATION	CU. YD.	4725	7 50	35,437 50
AGGR. BASE 11 DEEP	SQ. YD.	12,400	6 00	74,400
CEMENT TREATED SUBGRADE	CU. YD.			
CEMENT IN TREATMENT	TON			
CLASS "C" AC 3 DEEP	SQ. YD.	10,600	6 00	63,600
CONCRETE INLETS	EACH	2	775	1550
CONCRETE CURBS	LIN. FT.	800	7 70	6160
CONCRETE WALKS	SQ. YD.			
CONCRETE DRIVEWAYS	SQ. YD.			
12 INCH SEWER PIPE	LIN. FT.	440	24	10,560
INCH CULVERT PIPE	LIN. FT.			
ADJUST MANHOLES	EACH			
ADJUST INLETS	EACH			

Flagging	3000
Total	$ 217,790
Engineering & Contingencies (20%)	43560
Total	$ 261,350
City's Estimated Share of Survey	$ 4235
TOTAL ESTIMATED COST	$ 265,585

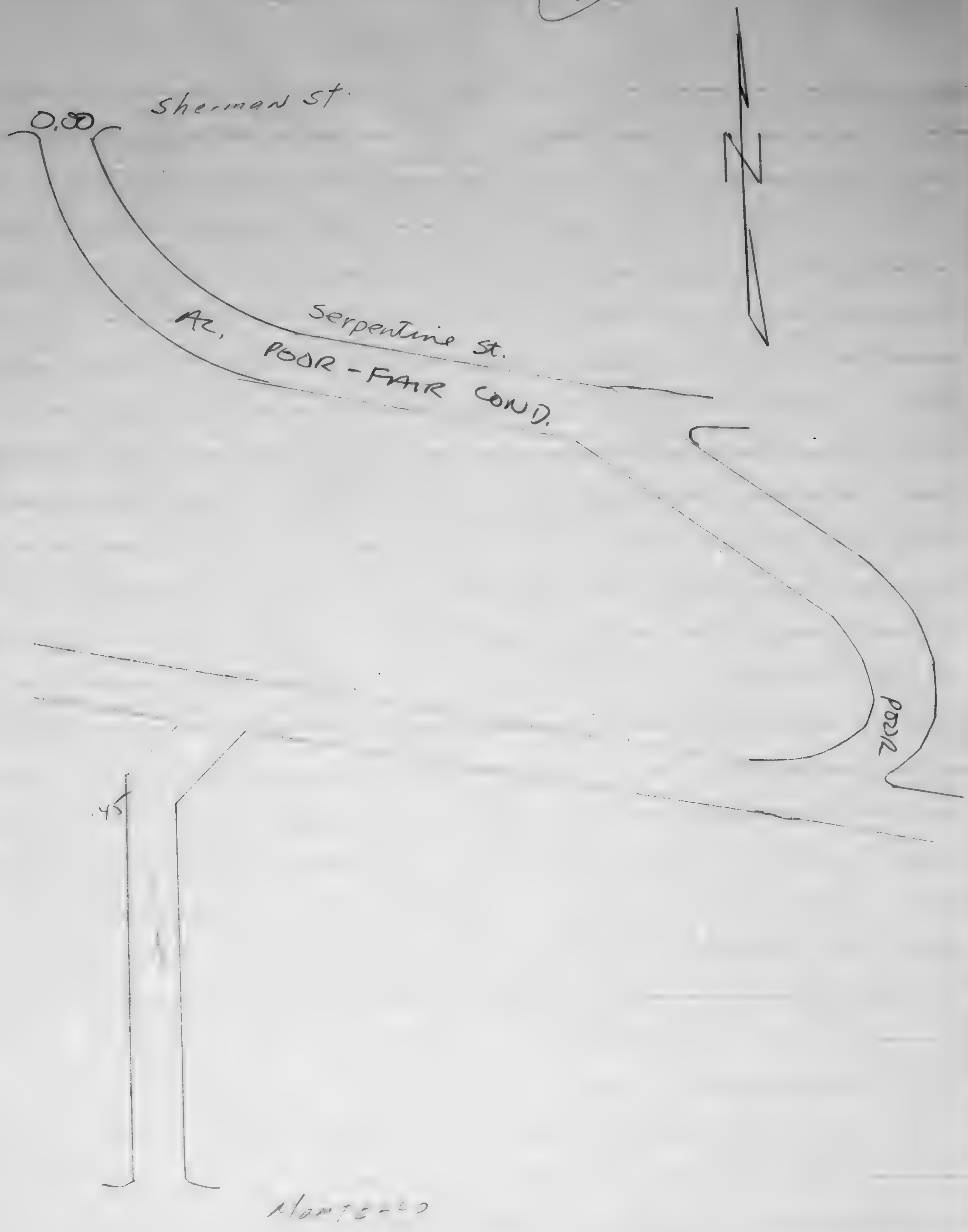
*Items include 10% allowance.

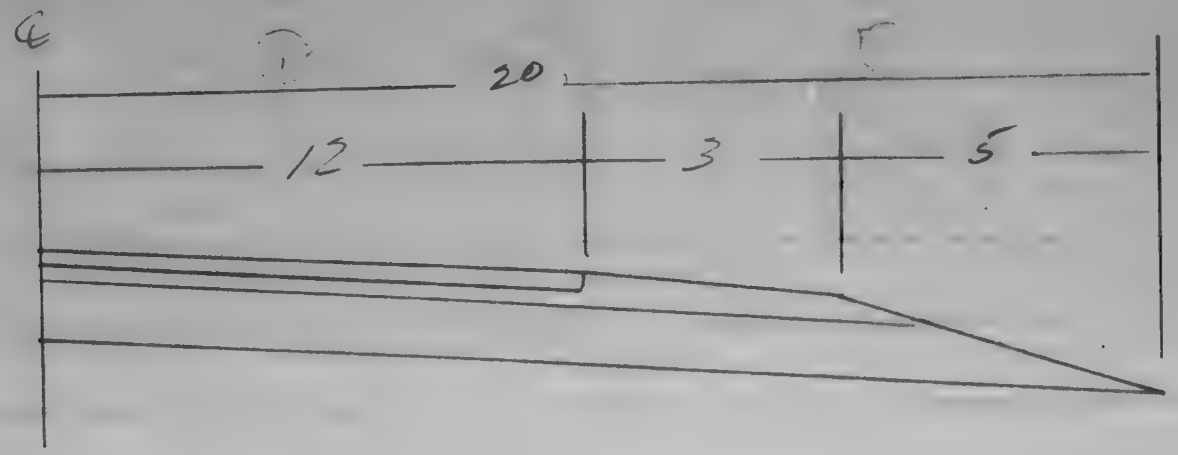
HOOD RIVER
KEH 9-10 80

LOOKING EAST DOWN SERPENTINE

LOOKING EAST UP SERPENTINE

-3^{5}


Sherman St
0.00
N
Serpentine St.
AC, POOR-FAIR COND.
POOR
.45
MONTE[illegible]



GRADING.

$\frac{40 \times 2{,}900 \times 1}{27} \times 1.1 =$ 4725 Cu.yd.

Surfacing

$\frac{35 \times 2{,}900}{9} \times 1.10 =$ 12400 Sq yd

Paving

$\frac{30 \times 2{,}900}{9} \times 1.10 =$ 10,600 Sq yd.

Curbs. 400 × 2 = 800 Lin ft

Storm Sewer.

Inlets 2 Each

C.P. 440 Lin ft.

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHE

SHEET .... OF .... SHEE

1981 SCA SCORING SYSTEM

HOOD RIVER 35

Ⓐ TRAFFIC	POINTS
Heavy	[✓ 10]
Medium-Heavy	8
Medium	6
Medium - Light	4
Light	2
None	0

Ⓑ WEAR TO ROAD	
Heavy	[✓ 10]
Medium-Heavy	8
Medium	6
Medium- Light	4
Light	2
None	0

Ⓒ POPULATION GROWTH	
30% and over	10
25% thru 29%	9
20% thru 24%	8
15% thru 19%	7
10% thru 14%	6
5% thru 9%	5
2% thru 4%	4
1% to 2%	3
0% to 1%	[✓ 2]

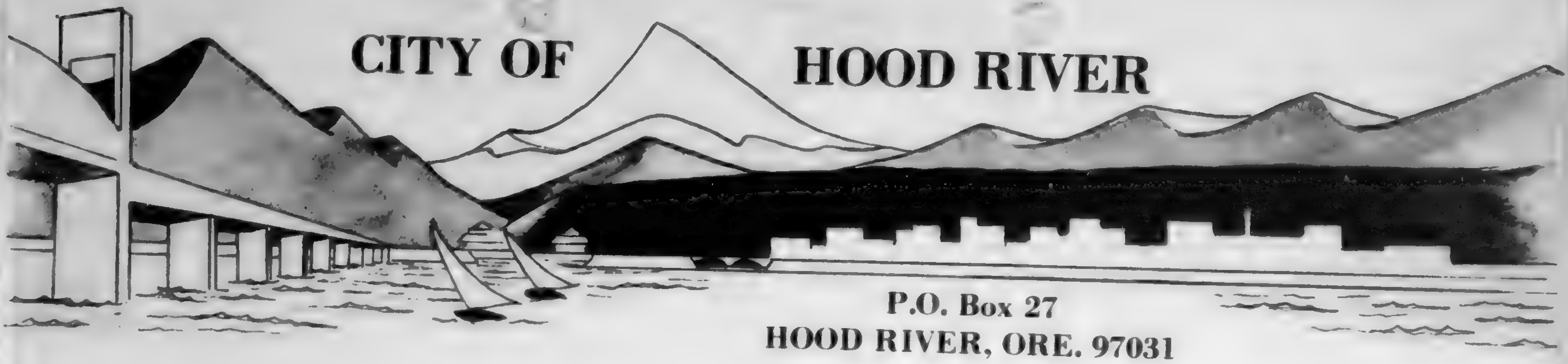
$\frac{4550-4540}{4540} = 0.0022$

$\boxed{0.2\%}$

Ⓓ NO. OF PREVIOUS PROJECTS	
8 TO 10	0
6 OR 7	2
4 OR 5	4
2 OR [✓ 3]	[✓ 6]
0 TO 1	8
0	10

Ⓔ YEARS SINCE LAST PROJECT	
1979 thru 1980	1
[✓ 1975] thru 1978	[✓ 2]
1970 thru 1974	3
1965 thru 1969	4
1960 thru 1964	5
1955 thru 1959	6
1950 thru 1954	7
1945 thru 1949	8
1940 thru 1944	9
PRIOR TO 1940 OR NONE	0

Ⓕ INTEREST BY CITY	
Very Interested	[✓ 5]
Interested	4
Moderately Interested	3
Slightly Interested	2
Showed Up	1
No Interest	



CITY OF HOOD RIVER

P.O. Box 27
HOOD RIVER, ORE. 97031

January 24, 1980

Oregon State Department of Transportation
Operation Programming Engineer
Room 207, Dept. of Transportation Bldg.
Salem, Oregon 97310

Attention: D.E. Swan

Gentlemen:

I would like to submit for your consideration for a 4th review the attached application on the behalf of the City of Hood River for the Special City Allotment Fund Project proposing to improve Serpentine Avenue between Sherman Avenue at Sixth and Fourth Streets at May Street intersection. This street provides the only access to the Heights residential area from downtown on the Easterly end of town. The City's topography is such that the other streets are not through or unimproved. The intent is to tie this project in with the already allowed $75,000 Federal Highway Off-Systems Road Project to provide sufficient funds together with City monies to do the entire project. This is a needed project for the City and because of the topographic situation very expensive. We are hopeful that your agency will see fit to combine with the federal funds to make this a successful project for the City of Hood River.

If you have any questions or further data please call.

Very truly yours,

Donald J. Branton
City Engineer

DJB/kk
Encl:
CC: B.A. Erickson, City Administrator

[illegible] BRANCH

SPECIAL CITIES ALLOTMENT

RESOLUTION NO. 80-1

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of HOOD RIVER is an incorporated city of the State of Oregon and has a population of 4,550 as given by the latest official census; and

WHEREAS, the following streets of said city, Serpentine Street (also known as Parkhurst Avenue) from Sherman Avenue to Montello Avenue.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

4. That the City of HOOD RIVER does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Donald J. Branton, City Engineer as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 22nd day of January, 1980.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Hood River at a regular or special meeting of said Council, held on the 22nd day of January, 1980, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 23rd day of January, 1980.

Dorothy M. Swyers
City Recorder

Revised 1-1-79

SPECIAL CITY ALLOTMENT APPLICATION

CITY OF HOOD RIVER Date January 8, 1980

Street Name Serpentine Road (From Sherman To Montello)
(Locate project on attached map)

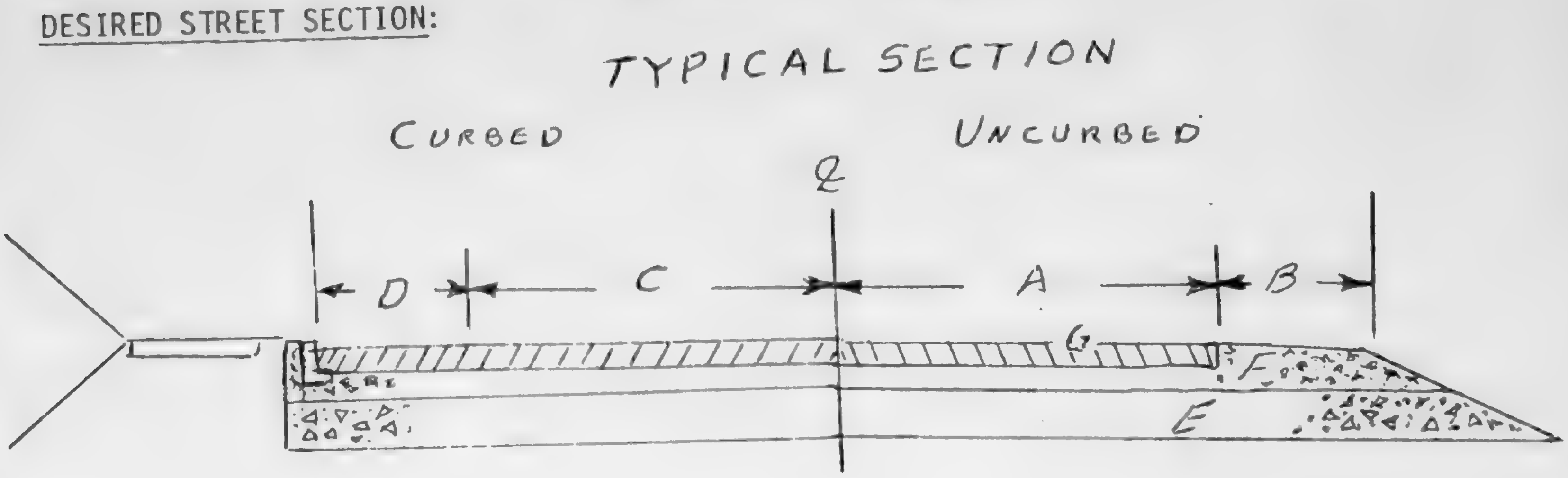
Project Length 2,900 ft. AVERAGE DAILY TRAFFIC Cars 1,390 Trucks 10

Up to $25,000 Special City Allotment Funds and refer general remarks City Funds

City Funds will be available after (Date)____________

ROADWAY PROJECT DATA

DESIRED STREET SECTION:



		EXISTING	MINIMUM	PROPOSED
Uncurbed Street:	A - width of travel way:	____ Feet	12 Feet	____ Feet
	B - width of shoulders:	____ Feet	4 Feet	* Feet
Curbed Section:	C - width of travel way:	12 Feet	12 Feet	* Feet
	D - width of parking:	6 Feet one side	6 Feet	* Feet
Base Design:	E - Base Course:	____ Inch	9 Inch	9 Inch
	F - Leveling (Optional):	____ Inch	2 Inch	2 Inch
	G - Type of Surfacing: (I.e. Oil, Pave or Gravel)	Pave	Asphalt	Pave
	Depth of Surfacing	1 to 3 Inch	3 Inch	3 Inch

Revised 1-1-79

SPECIAL CITY ALLOTMENT APPLICATION

CITY OF HOOD RIVER Date January 8, 1980

Street Name Serpentine Road (From Sherman To Montello)
(Locate project on attached map)

Project Length 2,900 ft. AVERAGE DAILY TRAFFIC Cars 1,390 Trucks 10

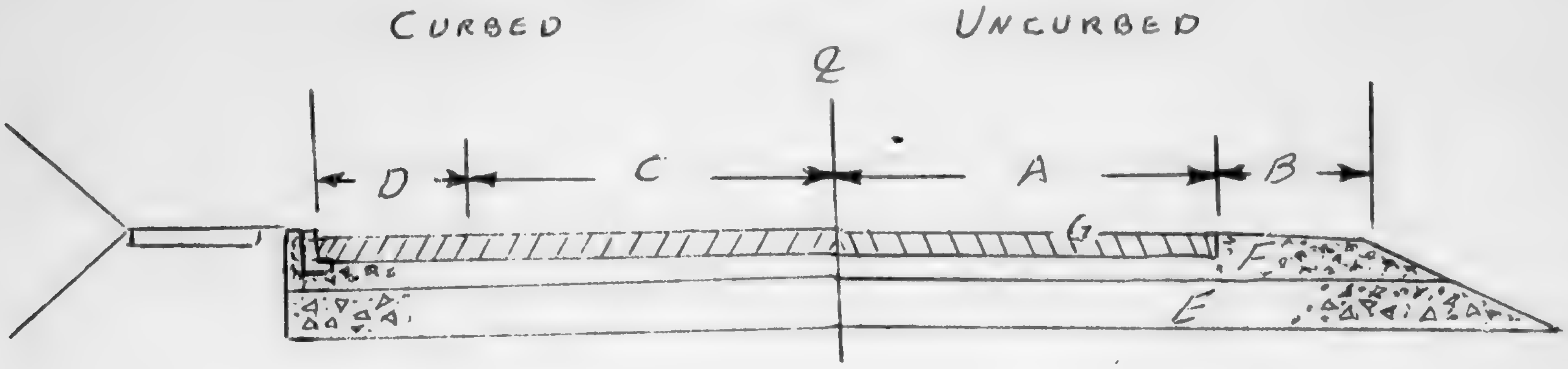
Up to $25,000 Special City Allotment Funds and refer general remarks City Funds

City Funds will be available after (Date)__________

ROADWAY PROJECT DATA

DESIRED STREET SECTION:

TYPICAL SECTION



		EXISTING	MINIMUM	PROPOSED
Uncurbed Street:	A - width of travel way:	____ Feet	12 Feet	____ Feet
	B - width of shoulders:	____ Feet	4 Feet	* Feet
Curbed Section:	C - width of travel way:	12 Feet	12 Feet	* Feet
	D - width of parking:	6 Feet one side	6 Feet	* Feet
Base Design:	E - Base Course:	____ Inch	9 Inch	9 Inch
	F - Leveling (Optional):	____ Inch	2 Inch	2 Inch
	G - Type of Surfacing: (I.e. Oil, Pave or Gravel)	Pave	Asphalt	Pave
	Depth of Surfacing	1 to 3 Inch	3 Inch	3 Inch

Can street be closed during construction? No____ Yes____

Has City established grade on street? No____ Yes X

Site for disposal of excess excavated material: Wasco Street Extension between Jaymar Road & Rand Road

Remarks: * Curb to curb 36' from Sherman to Eugene and 40 ft. on Eugene St. and on 4th St. to Montello Ave. with grade extending 5' 0" min. behind curb on one side for future sidewalk and 2' 0" minimum on the other.side.

DRIVEWAYS:

Construct as part of project? No____ Yes X How many? Estimate 6

Does city ordinance specify width and number of driveways permitted? No____ Yes X

Remarks: Driveway slab required at any curb cut made - cost of concrete slab to be at property owner expense.

CONCRETE CURBS:

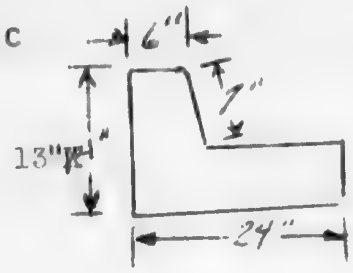
Construct as part of project. YES Now in place Upper 400 ft. only

Width between present curbs: 30 Feet

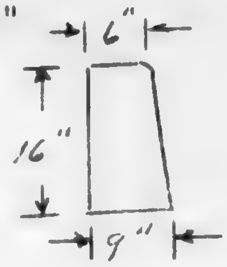
Length of desired radius on curb returns: 15 Feet

What type of curbs does city desire? Monolithic "A" with dimensions as shown

A
Monolithic



B
Type "C"



C
Other

Explain Existing curb in last two blocks is sub-standard and it is the intention to replace with standard curbs at 40 ft. width

SIDEWALKS:

Construct as part of project. No X Yes____

Width	Length	Side of Street
________feet	________feet	North______East______
________feet	________feet	South______West______

Distance between present sidewalks: 1,200 feet

Is utility strip required? No X Yes____: Width: ____feet

Remarks future sidewalks to be 5 feet in width placed against curb and on one side of street only.

STORM SEWERS:

Construct as part of project. Yes Now in place No

Are they adequate for increased flow? No X Yes ____

Indicate depth of main lines from present surface: ________feet

(Show location of outfall on attached map)

SANITARY SEWERS: (City to adjust if required)

Now in place? No____ Yes x

Depth of sewers from present surface: 5 º feet

Remarks: Sanitary sewer crosses project - no sewer required in R/W of project street.

BRIDGE PROJECT DATA

1. Name of Bridge: Not Applicable Bridge No. __________

2. Name of River or Stream: __________

3. Does City wish a particular type of bridge design? No____ Yes____

   Type desired: __________

4. Roadway width of bridge: __________

5. Width of sidewalks: on upstream______downstream______side of bridge?

6. Will detour be constructed and maintained by City? __________

   By contractor? __________

7. Construct approaches or connections? By City________ By Contractor________

8. Will old bridge remain in place?______ Removed by City? ________

   By Contractor?__________Salvaged for future use? ________

9. Lightpost bases and conduit installed? No_____ Yes_____

10. Will any of the following utilities be attached to this structure?

    a) Water Mains: No____ Yes____ Size_______

    b) Sanitary Sewer Mains: No____ Yes____ Size_______

    c) Storm Sewer Mains: No____ Yes____ Size_______

    d) Gas Mains: No____ Yes____ Size_______

    e) Power Lines: No____ Yes____

    f) Telephone Lines: No____ Yes____

    g) Other Utilities? __________

11. Remarks: __________

GENERAL INFORMATION:

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: VARIES feet MINIMUM 60 Feet

Additional right-of-way required? No X Yes ____

State to furnish right-of-way descriptions? No X Yes ____

WATER MAINS: (City to adjust if required)

Now in place? No ____ Yes X How deep from present surface? 3± feet

Remarks Additional watermain extension required to be done by city.

FRANCHISED UTILITIES: (City is to arrange for any required adjustment)

Gas lines? No ____ Yes X Company? Northwest Natural Gas

Electric Poles? No ____ Yes X Company? Pacific Power & Light

Telephone poles? No ____ Yes X Company? United Telephone Co. of N.W.

Railroad tracks? No X Yes ____ Company? ____

Is crossing presently protected by automatic railroad signals? No ____ Yes N/A

Remarks: Project is also a designated off-systems street project under the program 79 - 80 fiscal year. City is proposing to combine with small city's Special Allotment Project applied for herewith.

General remarks: ____

By ____
Mayor

By ____
City Recorder

By ____
City Administrator or City Engineer
City Engr.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

REC'D SEP 1 8 1975

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: City of Hood River

PROJECT TITLE: Off System Street Improvement

DATE: September 17,1975

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

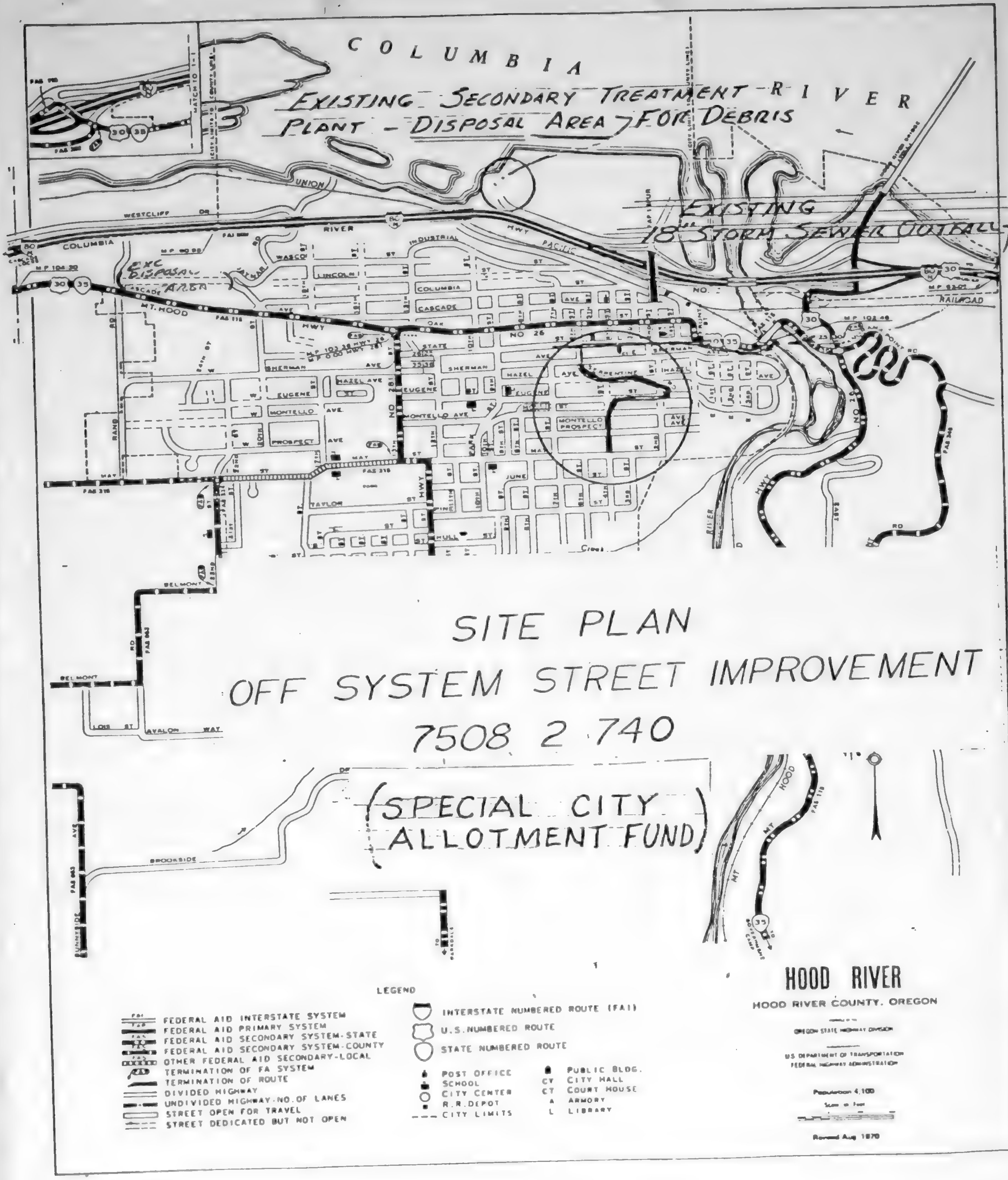
7508 2 740

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

cc: Daniel R. Meader

PNRS #2


COLUMBIA RIVER
EXISTING SECONDARY TREATMENT PLANT - DISPOSAL AREA FOR DEBRIS
EXISTING 18" STORM SEWER OUTFALL
EXC DISPOSAL AREA
UNION PACIFIC RAILROAD
WESTCLIFF DR
COLUMBIA RIVER HWY
MT. HOOD HWY
INDUSTRIAL ST
WASCO ST
LINCOLN ST
COLUMBIA ST
CASCADE AVE
OAK ST
STATE ST
SHERMAN AVE
HAZEL AVE
EUGENE ST
MONTELLO AVE
PROSPECT AVE
MAY ST
JUNE ST
TAYLOR AVE
HULL ST
BELMONT
LOIS ST
AVALON WAY
BROOKSIDE DR
SUNNYSIDE RD
HOOD RIVER
MT HOOD HWY
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

SITE PLAN
OFF SYSTEM STREET IMPROVEMENT
7508 2 740
(SPECIAL CITY ALLOTMENT FUND)

HOOD RIVER
HOOD RIVER COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 4,100
Scale in Feet
Revised Aug 1970

9316

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

City: HOOD RIVER (HOOD RIVER CO.) Date 9-10-80
Population: 1975: 4540 1980: 4550
Street: SERPENTINE RD.

No. of Previous Projects 3
Last Project 1975 (Year)
Total SCA Funds $ 45,587
Funds/Capita $
Average/Capita $

Project Length 0.55 Mile
Right-of-Way Width Feet

	Existing	Minimum	Proposed
Uncurbed Street			
Width of Travelway:	10 ft.	12 feet	ft.
Width of Shoulders:	ft.	4 feet	ft.
Curbed Street			
Width of Travelway:	ft.	12 feet	AVG. 38 ft.
Width of Parking:	ft.	6 feet	ft.
Base Design			
Base Course:	in.	9 in.	in.
Leveling Course (Optional):	in.	2 in.	in.
Type of Surfacing: (i.e.: Oil, Asphalt, Gravel)		Asphalt	
Depth of Surfacing:	in.	3 in.	in.

Type curbs: A
Walks: Width — ft. Length — ft.
Can street be closed during construction? No ____ Yes X
Remarks:

ESTIMATE Prelim Pr. 10-9-80

	Unit	Gross*	Price	Amount
MOBILIZATION	ALL	$	$	$
TEMP. PROT. & DIRECT TRAFFIC	ALL			
GENERAL EXCAVATION	CU. YD.	4725	10-	4725
AGGR. BASE 11 DEEP	SQ. YD.	12400	5^{95}	73780
CEMENT TREATED SUBGRADE	CU. YD.			
CEMENT IN TREATMENT	TON			
CLASS "C" AC 3 DEEP	SQ. YD.	10,600	6^{35}	67,310
CONCRETE INLETS	EACH	2	850	1,700
CONCRETE CURBS	LIN. FT.	5000	8^{25}	41,250
CONCRETE WALKS	SQ. YD.			
CONCRETE DRIVEWAYS	SQ. YD.			
12 INCH SEWER PIPE	LIN. FT.	440	20^{00}	8800
INCH CULVERT PIPE	LIN. FT.			
ADJUST MANHOLES	EACH			
ADJUST INLETS	EACH			

Flagging By City If Necessary
Total $ 197,565
Engineering & Contingencies (20%) 12% 23,705
Total $ 221,270
City's Estimated Share of Survey $
TOTAL ESTIMATED COST $ 221,300

*Items include 10% allowance.

9316

From Metro JON ROSE Date 9/15/80

To BUZ SWAN - HAROLD EYNOLDSON

[✓ Program Mgmt.] Traffic Region 1

Comments: Here is Hood Rivers' response regarding intent to proceed with Serpentine Road project.

Jon Rose

HOOD RIVER

P.O. Box 27
OOD RIVER, ORE. 97031

September 8, 1980

MA PDM PDE FFM SPC
ODOT-METRO

SEP 15 1980

BM PAR PPC FILE T/A

Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

Attention Jon Rose, Federal Aid Specialist

Reference: Serpentine Road Improvement

Gentlemen:

As discussed with Jon Rose, it is the City of Hood River's position to proceed with the Serpentine Road improvement regardless of whether or not we get the Small Cities funding. The City has now received at least verbal affirmation of the right-of-way exchange necessary to avoid the high retaining wall and will have the deeds in hand shortly.

The project is being prepared on the basis of deductive alternates to get as much of the road built as possible within the available funds. That which is not included in the Off-System grant will be pursued on the basis of a local improvement district under a separate city project. Using this process we will be able to use the Off-System grant funds to handle the expensive mid-section of the road where the City cannot possibly fund the cost within their local budget, and proceed with the rest of it on the basis of a normal city street.

This improvement is much needed and the Off-System road program is about the only way the City can afford to get this project funded. The intent is to proceed.

Very truly yours,

Donald J. Branton, City Engineer

DJB:rlc
cc: Bruce Erickson

9316

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

AUGUST 12, 1980

BRUCE ERICKSON
City Administrator
City of Hood River
Hood River, OR 97031

314-1994

Subject: Serpentine Road Improvement
(Sherman Avenue-May Street Location)

Jerry Branton and Curt Duval from our office have discussed by telephone the concerns we have for delays in developing the Serpentine Road project. Money for this project was obligated in 1977 and if the City is not able to proceed, we should release the money to be used by another agency. Continued delay increases the risk of losing the money entirely.

Jerry mentioned that the City would like to use "Special City Allotment" funds to provide a part of the local match for this project, but since there are usually 50 to 60 applicants where there is sufficient money for only 10 projects, there is no assurance that Hood River will be successful. If this fails, will the City be able to continue the project? To protect Hood River's interest and to be fair to all other local agencies participating in the Safer Off-System Road program, we should know your plans for this project. We need to know the City's intent no later than September 1.

Please call if we may be of any assistance.

Jon Rose
JON ROSE
Federal Aid Specialist

JR/po

cc: Curt Duval

Form 734-3122

9316.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

August 13, 1979

BRUCE ERICKSON
City Manager
City of Hood River
City Hall
Hood River, OR 97031

Subject: Serpentine Road
Safer Off-System Road Project
314-1991

Bruce:

I recently received a copy of Jerry Branton's letter explaining some of the problems encountered by the City with the Serpentine Road project. Federal money was extremely limited for this program, and the maximum allowed for projects such as yours was established at $75,000 total ($64,500 federal funds, $10,500 local funds). We have obligated that maximum for the Serpentine project so federal participation in the total project cannot exceed the $64,500.

With inflation eroding the value of the dollar almost daily, we would like to encourage you to expedite contracting this project if at all possible. If you feel that there is anything the State might do to assist in letting an early contract, please let me know.

Jon Rose

JON ROSE
Federal Aid Specialist

JR/po

cc: Josh Sawyer
Buz Swan

Attachment

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☒
N AUG 14 1979
REFERRED TO Hal
FOR M
FILE: PM FA LG.

Form 734-3122

ENGINEERING REPORTS BUILDING DESIGN LAND SURVEYS

CONSULTING
Engineers TENNESON ENGINEERING CORPORATION

PHONE (503) 296-9177
409 LINCOLN STREET
THE DALLES, ORE. 97058

August 3, 1979

MA BOM. PUE TSE SPC
ODOT-METRO
AUG 6 1979
AM PPS
FILE/A

Oregon State Highway Department
3313 N. E. Frontage Road
The Dalles, Oregon 97058

Attention: J.S. Sawyer, Resident Engineer

Reference: Serpentine Project
Federal Aid Project No. SOS-1401 (1)
Prefix No. 314-1991

Gentlemen:

The Serpentine Project has not yet been submitted pending resolution of some items pertinent to the project, mainly budget. It is recognized the cost of this project is going to be substantially over the $75,000 under the Off-Systems Grant.

The City is setting up the additional money through three sources:

1. Re-application to the State of Oregon for small cities. Project review was held on July 30, 1979 by the State City-County Representative. Funding commitment is some time in late September or October.
2. Creation of a Local Improvement District (LID) with assessments to the property owners for curb frontages where such property owners are benefiting from the street improvement.
3. Already committed budget funds of the City.

It is expected to be able to provide an additional $55,000 from these sources.

In addition, the project schedule is being provided with a deductive alternate to delete the work on the upper section - Eugene Street - where terrain through this section is basically flat across the section of the street and does not require the extraordinary effort in terms of excavation and other design problems that the lower section of the street involves. This section can be improved through a conventional Local Improvement District with all local funds if such an alternate is required.

It has now developed that contractor on the 13th Street work did not elect to use Serpentine Street as a borrow source so the hoped for offset from that project did not materialize.

There is a second problem in relocation of the Diamond Fruit Growers cooling water line which we are working out. This will require to be resolved before final submission. We expect to have that problem solved fairly immediately.

There is a third problem, not associated with the design of the Street, but in our minds a very practical one, in the availability of contractors to bid this work in the Hood River area. As you may be aware, the asphalt business in the entire Mid-Columbia area has been monopolized under one company. Their present attitude on bidding is, to say the least, not encouraging. We have been working with the County and other projects within the City to try and schedule this bid for an early spring letting, together with a lot of other City work in hopes of having enough of a project to attract outside bidders. The City definitely intends to proceed with this project as we see this is the only possibility of ever having this street widened. We are making every effort to try and get the intermediate problems resolved so that we can complete our submission to your office as soon as possible.

Your patience in working with the City on some of the delays we have had is much appreciated. If you do have any question, please advise.

Respectfully submitted,

TENNESON ENGINEERING CORPORATION

Donald J. Branton, President
Engineer for City of Hood River

DJB:lg

cc: Bruce Erickson
Jon Rose

9316

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-22-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-1401(1)

STATE PROJECT NO. See below

COUNTY NAME Hood River

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80127

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Non Federal-aid
11-22-78	11-22-78	STATE ROUTE NUMBER	City Street

GENERAL LOCATION: Sherman Ave.-May St. (Hood River) Section

GENERAL DESCRIPTION OF WORK: PS&E preparation and grade, drain, pave.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
TEC NTE $1,500 - F.F. $870
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 11-15-78 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $100,000 Federal Funds $57,600 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-22-78	G K H	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

9316

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 15, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Minor Program Change
Item 80127
Project No. SOS-1401(1)
Sherman Ave.-May St.(Hood River)Section
Hood River County

In accordance with your letter of May 23, 1978 on the subject project we hereby request your approval of a minor program change to revise the following data on the PR-1 to read as follows:

1) ADT: Present 1,100 Future 2,000

2) Grade, drain, high-type pavement necessary to provide a 36-foot curbed section to accommodate two travel lanes with parking. Construct retaining walls as required to contain cut and fill slopes within the rights-of-way, adjust utilities as required and perform incidental work common to this type of project.

3) FHPM 7-7-2 Requirements: Nonmajor action concurred in by FHWA on May 23, 1978.

We further request the following:

Authorization to proceed with the PS&E phase of preliminary engineering at an estimated total cost of $1,500 with an obligation of $870 in federal funds.

Authorization for construction at an estimated total cost of $100,000 with an obligation of $57,600 in federal funds.

CL:dmc
cc: H. Reynoldson

9316

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Serpentine St. Sherman Ave.-May St. (Hood River
Date July 19, 1978
Highway: City Street
Traffic Coefficient "Cars Only"
County: Hood River
18 kip s.a. per day
Prefix: 314-1991
R value 9
Res. Engr. J. S. Sawyer
Frost Penetration 16"
CBE Total Requirement 13.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
3.0"	A.C.	6.0
7.0"	A.B. (1.0"-0)	7.0
10.0"		13.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

.A.
on Engineer
C uction Engineer
Ma als
Re Engineer
Res t Engineer
Spec cations Engineer
Fina esign Engineer
Regio l Geologist
Projec Management (R. H. Prange)

MANAGEMENT
CCE
FAE
M

9316

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Serpentine St. Sherman Ave.-May St. (Hood River

Highway: City Street

County: Hood River

Prefix: 314-1991

Res. Engr. J. S. Sawyer

Date July 19, 1978

Traffic Coefficient "Cars Only"

18 kip s.a. per day

R value 9

Frost Penetration 16"

CBE Total Requirement 13.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
3.0"	A.C.	6.0
7.0"	A.B. (1.0"-0)	7.0
10.0"		13.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Project Management (R. H. Prange)

PROJECT MANAGEMENT
CCE
FAE
M

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: 4th, Court St., Williams St., 3rd, and 2nd Sts.

Highway: City of Dufur

County: Wasco

Prefix: 333-1932

Res. Engr. J. S. Sawyer

Date July 19, 1978

Traffic Coefficient "Cars Only"

18 kip s.a. per day

R value 11

Frost Penetration 20"±

CBE Total Requirement 12.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.25"	0-11 Oil Mat	1.5
2.00"	Aggregate Level (3/4"-0)	2.0
9.00"	Aggregate Base (1-1/2"-0)	9.0
12.25"		12.5"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Project Management (R. H. Prange)

7316

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Hood River
City Hall
Hood River, Oregon 97031
Attention of Mr. B. A. Erickson, Administrator

Request No. (assigned by staff engineer or head of section) CC 1833

Date June 5, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: PE Advance Deposit $980.00

Quantity	Unit	Description	Unit Price	Amount
		To be Retained	$250.00	
		To be transferred to State Hwy. funds for the PE for the Sherman Ave.-May Street Section on Serpintime Street. OFF SYSTEM Project SOS-1401(1) (AD 364)		$730.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 980.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 314-1991

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: Harold Wimer
G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

6-1-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-1401(1)

STATE PROJECT NO. See below

COUNTY NAME Hood River

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80127

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 6/1/78

FEDERAL ROUTE NUMBER Non-Federal-aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Sherman Ave-May St. (Hood River) Section

GENERAL DESCRIPTION OF WORK:

Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Consultant Agreement

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5/22/78 I approve the agreement with Tenneson Engineering Company and you are authorized to proceed with that portion of work as applies to preliminary engineering for a lump sum amount of $5,000, Federal funds $4,290. A signed copy of agreement is returned herewith.

DATE 6/1/78

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976—526-787

9316

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 22, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Consultant Engineering Agreement
Project No. SOS-1401(1)
Sherman Ave.-May St. (Hood River) Section
Hood River County

Enclosed are two copies of a Consultant Engineering Agreement with Tenneson Engineering Corp. for the performance of preliminary and construction engineering on the subject project.

We request the following:

1) Pre-award review and approval of the agreement under the provisions of FHPM 6-1-2-2.

2) Approval of the enclosed copies of the consultant agreement, concurrent with (1) above, and the return of one approved copy for our files.

3) Authorization to proceed with work by the consultant at an estimated total cost of $5,000 with $4,290 in federal funds.

Authorization to proceed as requested will not require an additional obligation in federal funds as presently authorized.

CL:dmc
Enc.
cc: M. Holmes

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

9316

MEMO TO FILE

5-12-78

Mainor C. Holmes

Local Government Consultant Agreement
Sherman Avenue - Montello Avenue Section
Serpentine Road, Safer Off-System Roads
City of Hood River & Tenneson Engineering

Subject consultant agreement has been reviewed by the Local Government Unit and approved as to form.

The required pre-award audit and selection procedure evaluation has been performed. The computation of fees were found to be arithmetically correct. The proposed fees appear to be reasonable, allocable and allowable. The negotiated net fee is not considered unreasonable for a small project and the City has found it acceptable.

Following OSHD concurrence, two copies will be submitted to FHWA for their approval and authority to proceed with the work.

5/12/78
2 copies to Cliff Laux for FHWA approval.
Mainor

STATE OF OREGON

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: May 8, 1978

FROM: Dettmar W. Jones
Staff Auditor D. W. Jones

SUBJECT: Pre-award Evaluation
City of Hood River/Tenneson Engineering Corp.
Sherman Ave.-Montello Ave. sect. Sepentine Rd.

Definition Statement

G.A. Wimer, Local Gov't. Manager, requested by memo dated April 28, 1978, that we review the accounting provisions of the referenced Agreement as required by FHPM 1.7-2.

Consultant proposes to supply all engineering services on the project to the City. Preliminary engineering to be at a lump sum of $5,000, and construction engineering at actual cost plus fixed fee not to exceed $5,000.

Analysis

City submitted a letter and a copy of the current annual contract with Consultant indicating that he is retained by City for all of its engineering services. This is adequate justification for selection of Consultant.

Concerning the format of the Agreement I felt that the use of "County/City" was cumbersome, so I blocked out the word County wherever used. If Gerry deliberately intended to use the compound term, I apologize for causing him the extra work of erasing the mark-outs.

The costs detailed in Exhibit "A" are arithmetically correct. They appear to be reasonable, allocable and allowable. I would call to your attention, however, the net fee specified. In the preliminary engineering phase $1,000 computes as 25.5% of net estimated costs of $3,918; in the construction engineering phase $750 computes as only 18.2% of net estimated costs of $4,110. Possibly this is acceptable trade practice. We do not intend to tell Consultants what profit factor to quote, but an average of 21.8% seems to me perhaps not "reasonable".

Please note the re-numbering of 4 pages following page 5.

Conclusion

Unless Gerry decides to re-negotiate the net fee, I recommend approval of the Agreement.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DWJ:cw

cc: G.W. Wimer
R.J. Hacek

81-125-1387

9316

STATE OF OREG[illegible]

INTERO[illegible]CE MEMO

TO: GERRY WIMER
Local Government Programs Engineer

DATE: April 24, 1978

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: Signed Consultant Agreement
SOS Project
Serpentine Road
City of Hood River

Here are three copies of the consultant agreement between the City of Hood River and Tenneson Engineering Corporation for work to be done on the Serpentine Road SOS project. We have Federal authorization to proceed with the PE since January 20 and on March 13, I forwarded to you the signed City/State agreement. Now, with the approval of the attached consultant agreement, we would be in a position to proceed as soon as we receive the City's advance deposit. This I requested on January 25, but it has not yet been received.

Please review the consultant agreement and if it is satisfactory, secure Federal concurrence so that work may begin. If anything further is required, please advise.

JR/ldo

Attachments

cc: Max Klotz
Josh Sawyer, The Dalles

PROJECT MANAGEMENT
[illegible] ☐ CCE ☐ [illegible] ☐
LGE ☑ FAE ☐ CPE ☐
APR 26 1978
TAA Holmes
File: PM FA
LG CP

81-125-1387

ENGINEERING REPORTS BUILDING DESIGN LAND SURVEYS

CONSULTING
Engineers TENNESON ENGINEERING CORPORATION

PHONE (503) 296-9177
409 LINCOLN STREET
THE DALLES, ORE. 97058

April 14, 1978

Department of Transportation
Metropolitan Section
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Mr. Jon Rose, Federal Aid Engineer

Reference: Hood River Serpentine Road Project

Gentlemen:

Enclosed for your review and approval are the revised Consultant Agreements for the City of Hood River's Off-System Serpentine Road project. The agreements have been revised as directed to provide for a lump sum figure for preliminary engineering and a fixed fee plus cost for construction engineering. In both cases, the necessary Exhibits "A" have been filled out and included.

Also enclosed are a copy of the existing City of Hood River contract with Tenneson Engineering Corporation and a certification by the Mayor as to the length of time our firm has been furnishing services to the City, as required for documentation of the engineering selection process.

If you need further information to complete the Highway Department review and approval on these documents, please advise.

Respectfully submitted,

TENNESON ENGINEERING CORPORATION

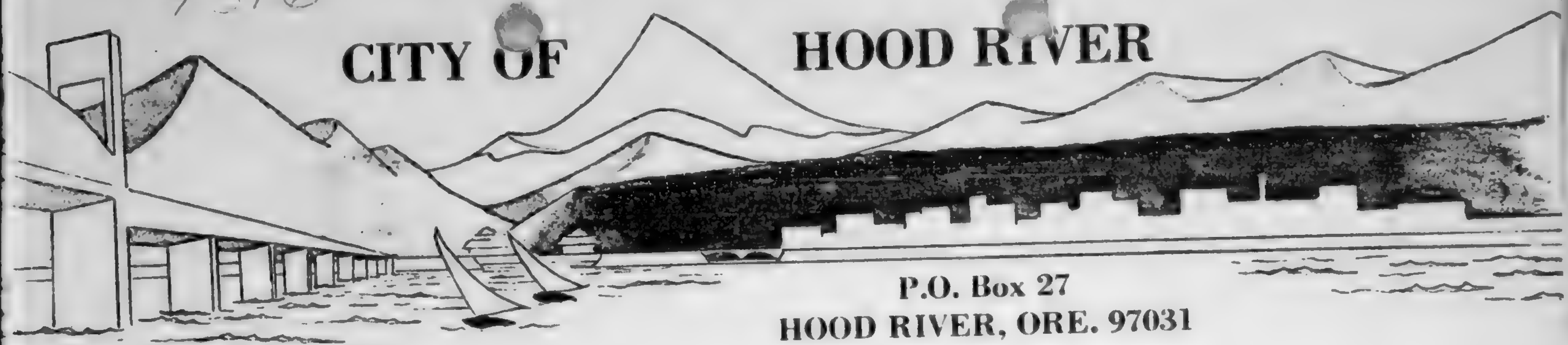
Donald J. Branton, President

DJB:jm

Enc.: As noted (Ori. & 2)

cc: B. A. Erickson
Mr. Sawyer, The Dalles

1316



CITY OF HOOD RIVER

P.O. Box 27
HOOD RIVER, ORE. 97031

April 14, 1978

MA PDM PDE TSE SPC
ODOT - METRO
APR 21 1978
AM PPS

Department of Transportation
Metropolitan Section
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Jon Rose, Federal Aid Engineer

Reference: Hood River Serpentine Road Project

Gentlemen:

The City of Hood River has reviewed the existing right-of-way width, topography, and traffic flows over the Serpentine Road project. Under the present proposed Off-System road improvement, a paved width of 40 feet was being considered. Upon study of the matter, it is the feeling of the City of Hood River Council that an improved width, face to face of curb, of 36 feet will be more than adequate for this street. The City would therefore request downgrading of the design standards to provide for a finished roadway of 36 feet, curb to curb, with provisions for sidewalks on the outside of the curb at a later date.

If further information or documentation is needed to review this request, please advise.

Respectfully submitted,

Donald J. Branton, City Engineer

From Metro JON ROSE | Date 4/25/78
To GERRY WIMER
[✓ Program Mgmt.] Traffic Region 1 ______

Comments:
FOR YOUR INFORMATION

c.c. Cliff Laux — 36 [illegible]

PROJECT MANAGEMENT
CCE
LGE
TAE
APR 25 1978
TAA Reynoldson
PM
LG
FA

9316

2.

March 22, 1978

City of Hood River
City Hall
Hood River, OR 97031

Attention: Dorothy M. Swyers
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6238

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of the Sherman Avenue-May Street Section of Eugene Street, 4th Street and Serpentine Road in Hood River.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

9316

STATE OF OREGON

INTEROFFICE MEMO

DATE: March 13, 1978

TO: GERRY WIMER
Local Government Programs Engineer

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: Signed Agreement
SOS Project
Serpentine Street
Hood River

Here are three copies of the City/State agreement covering Serpentine Road, signed by City officials and approved by the Metropolitan Engineer. I've been holding these for more than a month awaiting revision of the consultant agreement to remedy some unacceptable fee proposals. PE was approved by FHWA on January 20 and the project would be expedited if processing could be completed on the City/State agreement. An advance deposit was requested in late January but not yet submitted by the City and with the consultant agreement still uncertain, we should certainly be cautious about spending money on this project.

If it is appropriate to complete the City/State agreement at this time, please forward for necessary signatures.

JR/ldo

Attachments

cc: Josh Sawyer, The Dalles
Max Klotz

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
MAR 15 1978
TAA Holmes File: PM FA
LG OP

81-125-1387

9316

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 1-20-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID
OS-1401(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Hood River

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
80127

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 1-20-78	FEDERAL ROUTE NUMBER Non Federal-aid STATE ROUTE NUMBER City Street

GENERAL LOCATION:
"Sherman Avenue - May Street (Hood River) Section"

GENERAL DESCRIPTION OF WORK:
PE

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
X☒ OTHER (Specify) All phases of PE including archeology salvage necessary to obtain an approved Negative Declaration
TEC NTE $10,500, Fed. Funds $6,030

☐ ACQUISITION OF RIGHT OF WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 1-16-78 letter

DATE
1-20-78

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

7316

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 16, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80127
Project No. SOS-1401(1)
Sherman Avenue-May Street (Hood River) Section
Hood River County

Attached data consists of PR-1 form with project maps.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering including utility preparation and archaeological salvage necessary to obtain an approved Negative Declaration as an estimated total cost of $10,500 with an obligation of $6,030 in federal funds.

DRH:dmc
cc: Ed Hardt, Region 1
H. Reynoldson

1/17/78
AD 364
$1,680
2

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

January 16, 1978

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21: City Sts,Serpentine, Eugene & 4th (Hood River) 65	**ADT**	PRESENT: 1,500	FUTURE: 2,400 (68) (70)	YEAR: 98 (71) (72)	REGION: 10	STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28: PE, Gr., Dr., & H-T Pave 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER — PREFIX LETTER(S) 14: SOS- 23	NUMBER 7: 1401

CARD 4	CLASS OF FEDERAL FUNDS: Safer Off System Roads	COUNTY NAME: Hood River			COD 027
	NAME OF URBAN AREA 17-31: --	ROUTE NO.	FEDERAL-AID: Non	STATE: City St.	U.S.: --

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43-46	STEP 53	TERMINI *(Full description)*	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
5					**PE**			0.42	Committed PE 5000 Share PE [illegible] [illegible] 12,000	6,900	---	5,100 (City)
5					**ROW**							
5					**CONST** (CODE) 6201		"Sherman Ave.-May St. (Hood River) Section"	0.42	100,000	57,600	---	42,400 (City

CARD	CODE 1	PREPARED BY: DRH	PROJECT TOTALS	0.42	112,000	64,500	---	47,500 (Cit
	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

January 16, 1978

ATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE-NAME	STATE CODE	APPN CODE	ITEM NO.
Serpentine, Eugene & 4th (Hood River) 65		1,500 (68)	2,400 (70)	98 (71) (72)	10	Oregon	41 (2) (3)	680 (4) (5)	80127 (14)

typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	SOS- 14 23	1401 7	(1) 13	(24) (26)	27

COUNTY NAME	Hood River		CODE 027 (14) (15)	PROGRAM STAGE	☐ 1 OR ☐ 2
ROUTE NO.	FEDERAL-AID Non (25)	STATE City St. (26) (27)	U.S. -- (41)		

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46 53		(54) (58)	(59) (66)	(67) (76)			
		0.42	Consultant PE 5000 State PE 2000 Consultant [illegible] 12,000	6,900	---	5,100 (City)	Utility adj. incl. prep.work & archaeological salvage.
	"Sherman Ave.-May St. (Hood River) Section"	0.42	100,000	57,600	---	42,400 (City)	ROW-60' min.; Access Control-None; Parking Restrictions-None.
DRH	PROJECT TOTALS	0.42	112,000 (16) (23)	64,500 (24) (33)	---	47,500 (City)	

TES

REMARKS

-over-

HERMAN AVENUE-~~MAY~~ Eugene STREET (HOOD RIVER) SECTION
PROJECT NO. SOS-1401(1)

isting Facility: Bituminous surfaced 2-lane 20-foot roadway.

djacent Sections:
North End -- Bituminous surfaced 2-lane roadway 40-foot curb to curb
South End -- Bituminous surfaced 2-lane roadway 32-foot curb to curb

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work and archaeological salvage.
2) Grade, drain, high-type pavement necessary to provide a forty-foot curbed section to accommodate two 12-foot lanes with 8-foot parking lanes and 5 foot sidewalk on one side. Construct retaining walls as required to keep cut and fills within the rights of way, adjust utilities where necessary and perform incidental work common to this type of project.

ystem Action, Airports, Railroads, Water Developments, Historical and creational Areas: None involved.

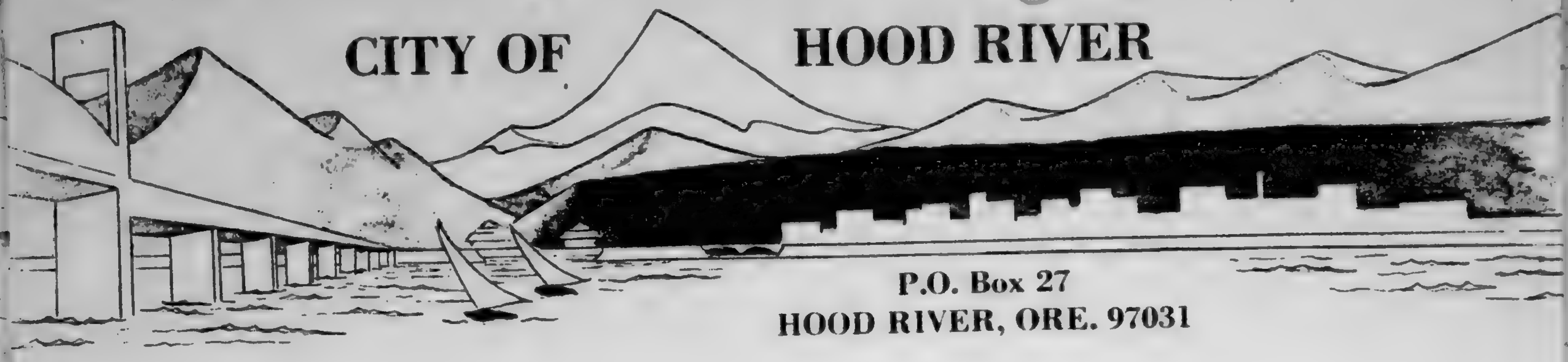
FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Major nonsignificant action project requiring the preparation of a Negative Declaration concurred in by FHWA on August 29, 1977.

PM 7-7-5 Requirements: In conformance with the Oregon Action Plan, ederal Statutes and Regulations.

NOTE: The project is in Congressional District No. 2.

9316



CITY OF HOOD RIVER

P.O. Box 27
HOOD RIVER, ORE. 97031

January 12, 1978

Jon Rose, Federal Aid Engineer
Department of Transportation
Metropolitan Section
5821 N. E. Glisan
Portland, OR 97213

RE: Safer Off-System Road Project Agreement, Serpentine Road, City of Hood River

Dear Jon:

Please find enclosed with this letter the following items:

1. Three signed copies of the Safer Off-System Road Project on Serpentine Road.
2. Three copies of Resolution No. 77-4, authorizing the Mayor and City Recorder to execute an agreement with the State on Serpentine Road.
3. Three signed copies of the contract for consulting services for Off-System Road Project on Serpentine.
4. Resolution No. 78-1, authorizing Mayor and City Recorder to execute consulting agreement on Serpentine Road.

If you have any questions on these items please feel free to contact me.

Very truly yours,

B. A. Erickson
City Administrator

BAE/brb

Enc.

This agreement was not satisfactory. Called for Lump Sum fee to cover all engineering, both PE and Construction. Also, no Fee analysis was included. This problem was discussed with City in late January. Jon

9316

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Sherman Avenue - May Street Date September 16, 1977

Highway Serpentine Street (SOSR) County Hood River

Existing Facility

Access control? None parking restrictions? None

Airport within 2 miles? None name

Water development in the area? None

Recreation areas None

Historical areas None

Roadway: no. lanes 2 paved shoulders? None

pavement width

Structures: MP None description

Signals: location None

Descriptions of adjacent sections

North end: 36" curb to curb

South end: 32" pavement and shoulders

Railroad crossings None

Name of railroad no. of tracks

Number of trains no. of hi-speed trains

Present protection

Proposed protection

Railroad benefits

/6/75

City Street OSC
~~COUNTY ROA~~D ~~FAS-~~C PROJECT REQUEST

Name of ~~County~~ City Hood River ~~FAS No.~~ Date

~~County Road~~ City Street Name Serpentine

Section Name Sherman to May Avenue

Type of Project

Location of Project (Attach sketch map)

ADT 1473 1963 Data Design Speed 25 MPH

Is this request for county bridge design only? Yes No X

county FAS bridge design? Yes No

Will ~~County~~ City hire consultant for this project? Yes No X

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width 40 feet

2. Shoulders: Type Curb and Sidewalk
(AC, Pug Cold Mix, Oil Mat)
Width ~~Each~~ one Side 5' Total Top Width 40 feet

3. Grading and Drainage:
By County County Date of Completion By Contract X

4. Bottom Base Course:
By County County Date of Completion By Contract X
Has base design been given to County? Yes No X
Will it be furnished? Yes X No

5. Leveling Course:
By County County Date of Completion By Contract X

6. Binder Course:
By County County Date of Completion By Contract X

7. Traveled Surface and Shoulders:
By County County Date of Completion By Contract X

8. Clearing:
By County County Date of Completion By Contract X

9. Curbs:
Curbs Required? Yes X No
Type Desired City Standard Curb & Gutter
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs 40 feet

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes__X__ No____
If answer is No, which of the following applies?
Contrary to public safety________ Cost excessive to need or use________
Sparse population________ Area exempt from bike law________
What is desired width of trail or walkway__5__ft.
What type of surface treatment is desired__PCC__
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No__X__
What type of separation from roadway will be used?__6 " curb__
____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No__x__
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes______ No__X__

12. Will replacement be by: County____________ Contract____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No______

14. Will County adjust structure to additional width? Yes______ No______

15. Will adjusted width be standard? Yes______ No____
(NOTE: Standard width of structure is traveled way plus full shoulders

16. Does County wish rounding of cutbanks? Yes______ No__X__

17. Does County wish sight posts installed? Yes______ No__X__

18. Does County wish State to permanently stripe project? Yes______ No__X__

19. Will County do striping? Yes__X__ No______

20. Does County wish guardrail installed? Yes______ No__X__
By County____________ Contractor____________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes__X__ No______
By seeding and mulching Yes__X__ No______
By rock blanket Yes______ No__X__
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes__X__ No______

23. Can through traffic be detoured? Yes__X__ No______

24. Must new detour be constructed? Yes______ No__X__

25. Will detour be constructed and maintained by County? Yes X No ______

26. Will detour be constructed & maintained by Contractor? Yes ______ No X

27. Will County sign project outside work area during construction? Yes X No ______

28. Will Contractor sign project outside work area during construction? Yes ______ No X

29. Should contract provide for permanent signing? Yes ______ No X

30. Should State do permanent signing? Yes ______ No X

31. Will traffic signals be required? Yes ______ No X
If yes, give location and type desired ______

32. Is project contingent upon other factors? Yes ______ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain ______

Remarks re Section I: ______

33. Who has jurisdiction and control? City of Hood River
(County, city, Rd. Dist. etc.)

II. BRIDGE PROJECT DATA

1. Name of river or stream N/A

2. Name of bridge ______

3a. Dimensions of existing bridge. Length ______ Roadway Width ______ Type ______
b. Dimensions of existing approaches. Type ______ Width ______ Shoulders ______

4. Type of design and material used in existing bridge. ______

5. Location (please attach map with location marked): ______
Section ______ Township ______ Range ______ W.M.

6. Desired width of proposed bridge ______ Approx. length ______
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______ No______
Upstream__________ Downstream__________ Width__________

8. Does County wish a particular type of bridge design? Yes______ No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)____
____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No______
Explain____
____
____

10. Foundation Testing: By County? Yes______ No______
By State? Yes______ No______

11. Will County close road during construction? Yes______ No______

12. Can presently established road be used as detour? Yes______ No______

13. Must a new detour be constructed? Yes______ No______

14. Will detour be constructed & maintained by County: Yes______ No___

15. Will detour be constructed & maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction? Yes______ No______

17. Will Contractor sign project outside work area during construction? Yes______ No______

18. Approaches or Connections: By County? Yes______ No______
By Contractor? Yes______ No______
Traveled surface: Type____________ Width____________
Shoulder surface: Type____________ Width____________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes______ No______

N.W. quadrant distance from structure________________
N.E. quadrant distance from structure________________
S.W. quadrant distance from structure________________
S.E. quadrant distance from structure________________

20. Guardrail: Desired on approaches or connections: Yes______ No______
By County____________ Contractor______________
Right side only? Yes______ No______
Both sides? Yes______ No______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes______ No______
Use for detour? Yes______ No______
Removed by County? Yes______ No______
Removed by Contractor? Yes______ No______
Salvaged by Contractor for County? Yes______ No______
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes______ No______
By Contractor? Yes______ No______

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes______ No______ Size__________
Company____
b. Sanitary sewer mains: Yes______ No______ Size__________
Company____
c. Storm sewer: Yes______ No______ Size__________
Company____
d. Gas mains: Yes______ No______ Size__________
Company____
e. Power lines: Yes______ No______ Size__________
Company____
f. Telephone lines: Yes______ No______ Size__________
Company____
g. Other Utilities:____
____

24. Does County wish provisions made for future utility attachment to structure? Yes______ No______

25. Does County wish lightpost bases and conduit installed? Yes______ No______

26. Does County wish complete job of illumination in project? Yes______ No______

27. Is project contingent upon other factors? Yes______ No______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ______________________________

Remarks re Section II: ______________________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ___ No ___
   By Consultant? Yes ___ No ___
   By ~~County?~~ City Yes X No ___
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does ~~County~~ City have any survey data? Yes X No ___

3. Construction plans and specifications to be prepared:
   By State? Yes ___ No ___
   By Consultant? Yes ___ No ___
   By ~~County?~~ City Yes X No ___

4. Does County desire center line to be permanently monumented as part of project? Yes ___ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ___ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: ______________________________

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

6 Who will award Contract? Local Agency X State ___

7. Who will maintain project after completion? City of Hood River

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 100' Minimum 60'

2. Is any additional right of way needed? Yes ____ No X
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes ____ No X

4. Should State negotiate and acquire right of way in behalf of County? Yes ____ No X

5. Should State prepare options? Yes ____ No X

6. Should material source site be included in right-of-way descriptions? Yes ____ No X

7. Is there any merchantable timber on right of way? Yes ____ No X

8. Will timber be reserved for owner? Yes ____ No X
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes X No ____

10. Is a hearing necessary? Yes ____ No X
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes ____ No X
If yes, give type and name of utility company: ____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No ____
If yes, give type and name of utility company: Power, Pacific Power & Light
Gas, Northwest Natural Gas, Sewer & Water - City of Hood River

13. Are utilities on existing right of way by permit ____ or by franchise X
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes X No ____
If yes, give name of irrigation company or district
Diamond Fruit Growers, Inc.
and dates between which water can be turned off: From April
To August

15. Are there any railroad crossings? Yes ____ No X

16. Name of Railroad N/A

17. Number of tracks: Mainline ________ Siding ________ Total ________

18. Sight Distance: ________________ (Left) ________________ (Right)

19. Number of Trains: Passenger ________________ Speed ________________
Freight ________________ Speed ________________

20. Angle of Intersection: ________________________________

21. Type of Existing Crossing: Grade ____ Overcrossing ____ Undercrossing ____

22. Existing Protection:
Advance warning signs ______ Automatic flashing ______ Stop Signs ______
Crossbucks ________________ Automatic bell ________ Gates ________

23. Proposed Protection: ________________________________
____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes ______ No X

25. Will railroad crossing be altered: Yes ______ No X
If yes, specify: ________________________________

26. Traffic Control Signing:
To be part of project? Yes ______ No X
By County? Yes ______ No ______
By State at County expense? Yes ______ No ______
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ______ No X
By County? Yes ______ No ______
By State at County expense? Yes ______ No ______

28. Does County wish State to prepare P.U.C. hearing date? Yes ______ No X

29. Will P.U.C. application be made by State ________ or County ________?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes ______ No X

Remarks re Section IV: No rail crossing involved or P.U.C. hearing required.
____
____
____

V. MATERIAL SOURCES DATA

1. Gravel X Quarry X Cinders
2. Owner: County State Private X Other
3. Location: Unknown Section Township Range W.M.
4. If County lease, what are royalty payments?
5. Materials furnished by County: Borrow Select Topping
   Base Course Level Course Mineral Aggregates
   Location
   Miscellaneous Items

Remarks re Section V: Aggregrates furnished by successful bidder from his own sources.

VI. FINANCIAL DATA

1. Estimated Cost: $ 100,000.00
2. Available FAS Funds $78,000.00
3. Does ~~County~~ City wish advancement of future Federal funds? Yes X No
   Amount $78,000.00
4. Date match money is available
5. Will there be any 100% County money? Yes No X
6. Maximum amount of 100% County money available: $
7. Date County request letting: Soon as State funds committed & plans approved.

Remarks re Section VI:

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Kenneth L. Weaver, City Planner Office
2.	Environmental	Donald J. Brantin, City Engineer Office
3.	Public Hearing	B. A. Erickson, City Administrator Office

Remarks re Section VII:

UNUSUAL OR COMPLICATED CIRCUMSTANCES: None

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By
~~County Judge or Comm. Chairman~~
Mayor

By
~~County Commissioner~~
City Administrator

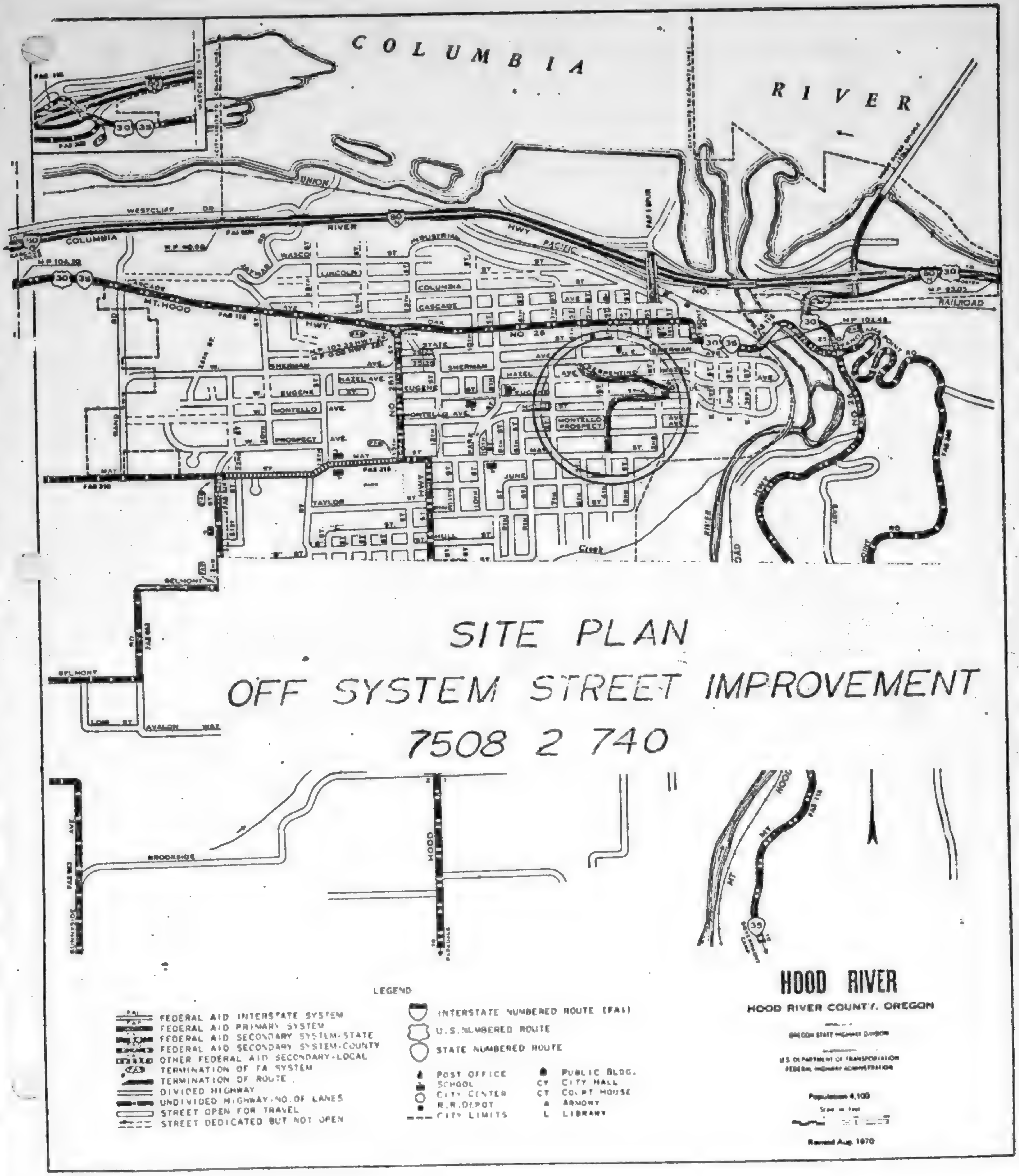
By Dorothy M Sawyers
~~County Commissioner~~
City Recorder

By
City ~~County~~ Engineer of Roadmaster

~~County~~ City City of Hood River

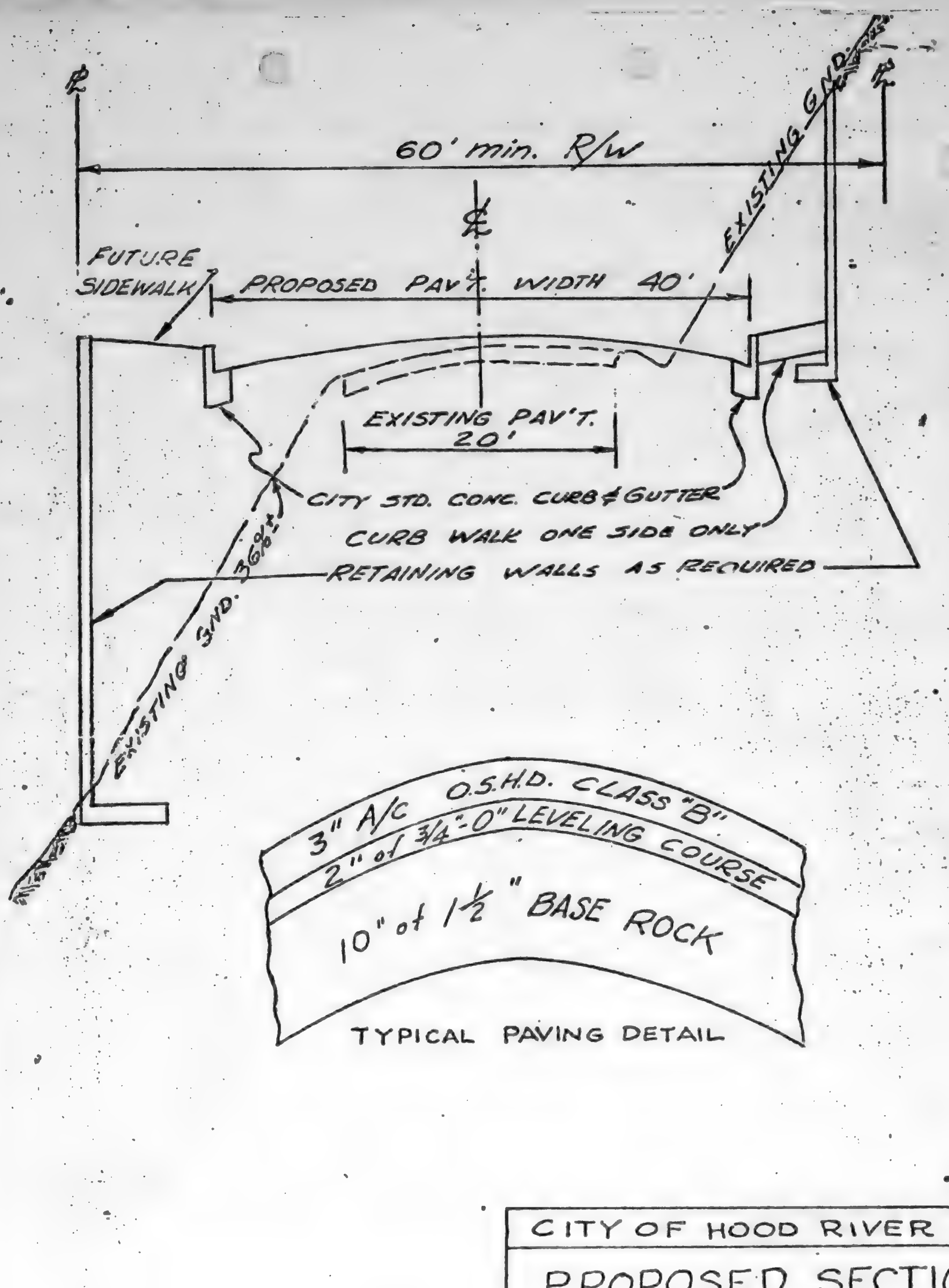
Date

OE RE RME RCE FAE
TE RECEIVED RSM
UE OCT 07 1975 RSC
SO REGION I RBI
ENV LOC



SITE PLAN
OFF SYSTEM STREET IMPROVEMENT
7508 2 740

COLUMBIA
RIVER
UNION
WESTCLIFF DR.
COLUMBIA RIVER HWY
INDUSTRIAL
PACIFIC
RAILROAD
M.P. 104.30
M.P. 102.05
M.P. 103.48
CASCADE
MT. HOOD
HWY.
FAS 116
FAS 218
FAS 290
WASCO
LINCOLN
COLUMBIA
OAK
STATE
SHERMAN AVE.
HAZEL AVE.
EUGENE ST.
MONTELLO AVE.
PROSPECT AVE.
MAY ST.
JUNE
TAYLOR
SERPENTINE
Creek
BELMONT
AVALON WAY
BROOKSIDE
HOOD
SUNNYSIDE
35
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
HOOD RIVER
HOOD RIVER COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 4,100
Scale in feet
Revised Aug. 1970



℞
℞
60' min. R/W
℄
FUTURE SIDEWALK
PROPOSED PAV'T. WIDTH 40'
EXISTING GND.
EXISTING PAV'T. 20'
CITY STD. CONC. CURB & GUTTER
CURB WALK ONE SIDE ONLY
RETAINING WALLS AS REQUIRED
EXISTING GND. 36% ±
3" A/C O.S.H.D. CLASS "B"
2" of 3/4"-0" LEVELING COURSE
10" of 1 1/2" BASE ROCK

TYPICAL PAVING DETAIL

CITY OF HOOD RIVER

PROPOSED SECTION
SERPENTINE AVE.
IMPROVEMENT

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels________
Yes, No

Acres________; Type of Relocation Req.__________________; No.__________

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined

Type of Structure(s):

None proposed

Brief Description of River or Stream and Type of Involvement, if any:

No direct involvement

Local City, County or COG priorities of project:

High priproty for the city of Hood River

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):
No build

Seventh Street (refer to map) was considered, but the gradient is in excess of 22 per cent. Other easterly streets are also too steep.

Other Descriptive Information or Comments: The project section is presently difficult and hazardous to drive during snow and ice conditions because of the narrow roadway and the steep drop-off on the northside. There is no room for driver error or sliding.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project is in an unusual topographic setting. Serpentine Road is constructed across a steep slope, the lower level of which is the core of the business district and the upper level serves as a residential section of the city. Although the street has a gradient of 6 per cent, the slope it traverses is in excess of 30 per cent. Elevations range from 260 feet at the lower terminus to 450 feet at the upper. In general, the slope appears stable. Soils within the project area are of the Wind River Association, described as very deep soils, somewhat excessively drained, with a fine sandy loam surface layer over loamy fine sand at depths of 40 to 50 inches, and with slopes of 0 to 30 per cent. Other than storm water run-off, there is no surface water in the project area. Storm water is collected by existing storm sewers and ditches. Drainage patterns have been established by the present location of Serpentine Road. Natural flora, consisting predominantly of White Oak, Ponderosa Pine, and various grasses, is evident in the undeveloped areas along the project (project area is approximately 50 per cent developed). The remaining vegetation consists of residential landscaping with many trees, and roadside overgrowth (berry, maple, poison oak, etc.). Some Douglas Fir and larger deciduous trees are found along the lower end of the project section. Three large Horse Chestnut trees occur in the right-of-way in the upper end, and will probably have to be removed.

2. Cultural: Land use for the project area is residential except at the lower termini where offices for professional services are located. Serpentine Road serves as a corridor for both pedestrian and auto traffic traveling between the city business area and the eastern portion of the residential "Heights". A pedestrian walkway, which climbs straight up the hill rather than following the traverse route of Serpentine, has been constructed and crosses Serpentine in two places. Ambient noise presently does not exceed federal standards. The Hood River area has good air circulation hence, the air quality is considered good.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   No right-of-way will be required

2. Estimated Impact on Traffic Patterns: A substantial increase in use is anticipated with the completion of this improvement. This will occur as traffic is attracted from heavily congested alternate routes west of Serpentine Road.

   Consequences--Air Quality, Noise, Safety, etc.: Increased noise impacts to residents adjacent to the project section. Improved traffic conditions on other access routes to the west.

3. Estimated Impact on Land Use: The project may add a very slight pressure to develop the few remaining vacant parcels in the "Heights", and on the open hillside along the project.

   Consequences:

   Overall, the project's land use impact is not expected to be significant.

4. Expected Impact on Natural Ecological Resources:

   Some vegetation located within the right-of-way will have to be removed.

   Consequences:

   No significant impacts are expected

5. Expected Impact on Cultural and Scenic Resources:
   A. Several trees may have to be removed
   B. Some land may be disturbed
   C. Traffic volumes are expected to increase substantially

   Consequences:
   A. A minor aesthetic impact
   B. A cultural survey may be required
   C. An adverse noise impact on adjacent residents

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues: The residents along the route seem to generally favor the improvement. No potential for controversy is evident at this time.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - The project would have a positive impact on air quality by relieving congestion on other access routes to the west. An indirect source permit is not required.

b. Noise Standards - Traffic noise will increase for adjacent residents. A noise study report will be required.

c. Water Quality Standards

The project is not expected to result in any change.

d. Area Land Use and Transportation Plans, and Zoning - The comprehensive plan for the city of Hood River is in the development stage.

The project is included in the proposed traffic circulation element of this plan (not published).

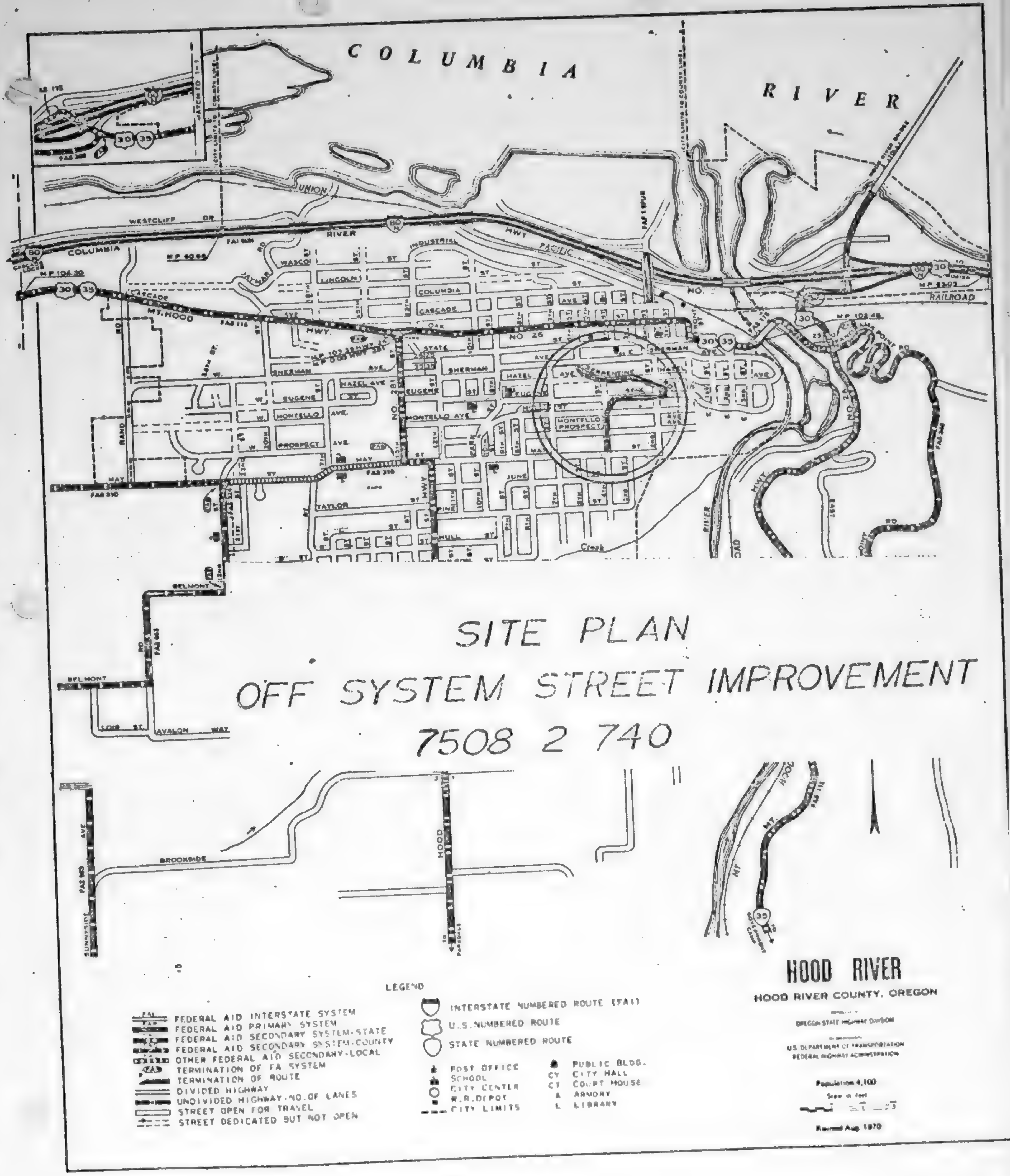
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	_x_ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The traffic and noise impacts to the adjacent residents warrants further study to determine their significance.

SK

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4


COLUMBIA RIVER
WESTCLIFF DR
COLUMBIA RIVER HWY
UNION
PACIFIC
RAILROAD
MT. HOOD HWY
NO. 26
STATE
SHERMAN AVE
EUGENE
HAZEL AVE
MONTELLO AVE
PROSPECT AVE
MAY ST
JUNE
TAYLOR
PINE
HULL
WASCO
LINCOLN
COLUMBIA
CASCADE
OAK
INDUSTRIAL
SERPENTINE
MONTELLO PROSPECT
BELMONT
LOIS ST
AVALON WAY
BROOKSIDE
SUNNYSIDE
HOOD
RAND RD
Creek
HOOD RIVER
M.P. 104.20
M.P. 103.46
M.P. 63.02
30
35
80 N
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
HOOD RIVER
HOOD RIVER COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 4,100
Scale in feet
Revised Aug. 1970

SITE PLAN
OFF SYSTEM STREET IMPROVEMENT
7508 2 740

9316. SAM0035 9

~~For~~ E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

G. on Sherman Ave. - May Street (Hood River)

Highway Serpentine Street SOS

County Hood River

Date September 15, 1977

Authorization No. 1

Survey Prefix 314-1991 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly end of survey is at intersection of Sherman Ave.; the southerly end is at intersection of May Street. The overall length of survey is approximately 700 lin. ft.

Proposed: Improve city street to 40 ft. curbed section with sidewalks.

Purpose of survey: City to perform field survey, prepare plans, specifications and estimate. State to monitor PE, review plans and specs as required.

SOS-1401 (1)
1-20-78

		Estimate of Cost
Field Survey	(901)	500
Citizen Participation	(902)	
City or County	(903)	~~10,000~~ 5000
Consultant	(904)	
Final Design	(905)	1,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	500
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey . . . . . $ ~~12,000~~ 7,000

Previous authorization . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

P. T. Ewen, Metro Location Engineer

DATE

Recommended for Approval:

for R. N. Bothman, Metropolitan Administrator

SP*23604-734

Recommended for Approval: Frank E. [illegible]
Location Engineer

Approved:

Tech. Serv. Engr ~~XXXXXXXXXXXXXXXXXX~~

4 N 1/M

9316

2.

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: September 6, 1977

FROM: Gerald Wimer Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Sherman Avenue to May Street
Serpentine Road
Hood River County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 9-2-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 1 : E. L. Hardt
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford

81-125-1387

9316

L.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: August 29, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Proj. SOS-1401(1)
PROJECT ASSESSMENT
Serpentine Road
Hood River County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's August 15, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration. We also concur with your finding that a traffic noise study will be required.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
ODOT (Laux, Potter)
OSHD (Reg. 1, Env.)

RECEIVED
STATE HWY ENGR
AUG 30 '77
REFER TO
Moehring
FOR
Info | Inves | R/O | D/R | Sign | Act | File

orig to

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the, (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the downtown area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $83,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Nyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Coquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments
bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rulien
D. N. Harwell
George Bell
Max Klotz

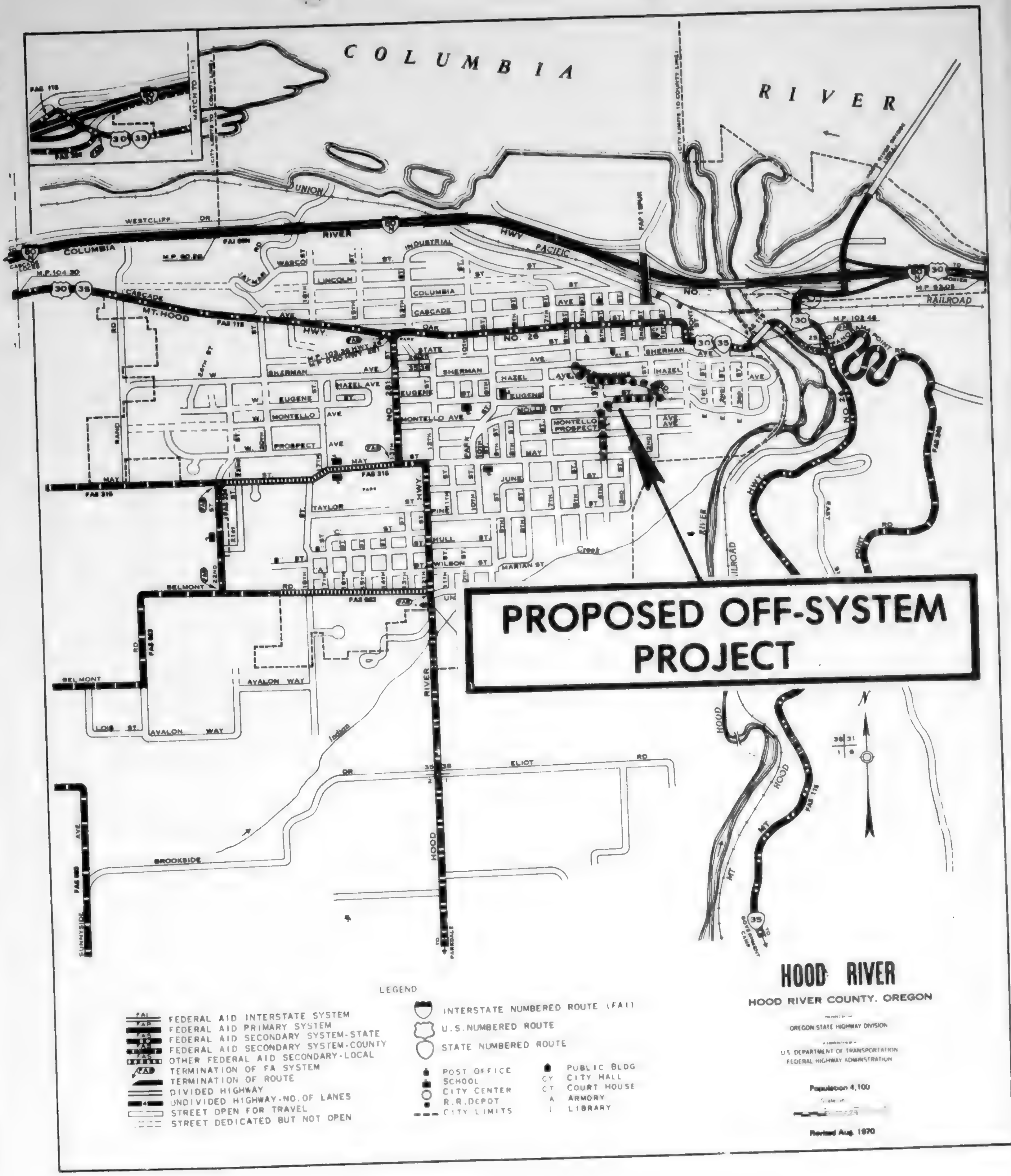
CITY OF HOOD RIVER
Proposed SOS-R Project

Sherman Avenue-May Street (Hood River) Section
Serpentine Road, Eugene Street and 4th Street
Grade and Pave
0.42 mile
$100,000

This project entails the work and costs to widen and improve Serpentine road, Eugene Street and 4th Street to a two-lane curbed facility. Steep slopes may require construction of retaining walls to contain project within existing right-of-way.

City will perform the bulk of preliminary and construction engineering. State will advertise and award all contracts and provide intermittent inspection during construction.

77-a
7/5/77

PROPOSED OFF-SYSTEM PROJECT
COLUMBIA RIVER
UNION PACIFIC RAILROAD
WESTCLIFF DR.
COLUMBIA RIVER HWY
MT. HOOD HWY NO. 26
FAS 118
FAS 315
FAS 663
INDUSTRIAL ST.
WASCO ST.
LINCOLN ST.
COLUMBIA ST.
CASCADE AVE.
OAK ST.
STATE ST.
SHERMAN AVE.
HAZEL AVE.
EUGENE ST.
MONTELLO AVE.
PROSPECT AVE.
MAY ST.
JUNE ST.
TAYLOR ST.
PINE ST.
HULL ST.
WILSON ST.
MARIAN ST.
BELMONT RD
AVALON WAY
LOIS ST.
ELIOT DR.
BROOKSIDE DR.
SUNNYSIDE AVE
RAND RD
Indian Creek
HOOD RIVER HWY
TO PARKDALE
TO GOVERNMENT CAMP
M.P. 104.30
M.P. 102.46
M.P. 63.09
M.P. 60.26
30
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LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
HOOD RIVER
HOOD RIVER COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION
Population 4,100
Revised Aug. 1970

9316

SOSR
Hood River

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

August 6, 1976

FILE: PRO 4

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: GEORGE HOPKINS
Project Development Engineer

SUBJECT: SOSR Request
Serpentine Street
City of Hood River

Yesterday I talked with Jerry Branton, City Engineer for the City of Hood River, about the SOSR program and he wanted to be sure that the City's previous request for an improvement to Serpentine Street would be considered under the new program. Jerry sent the attached letter to confirm the City's desire to have that project remain in the program. If anything further is needed from the City to keep that project alive, would you let me know.

7-20-77
ASSESSMENT TO
POTTER. ✓

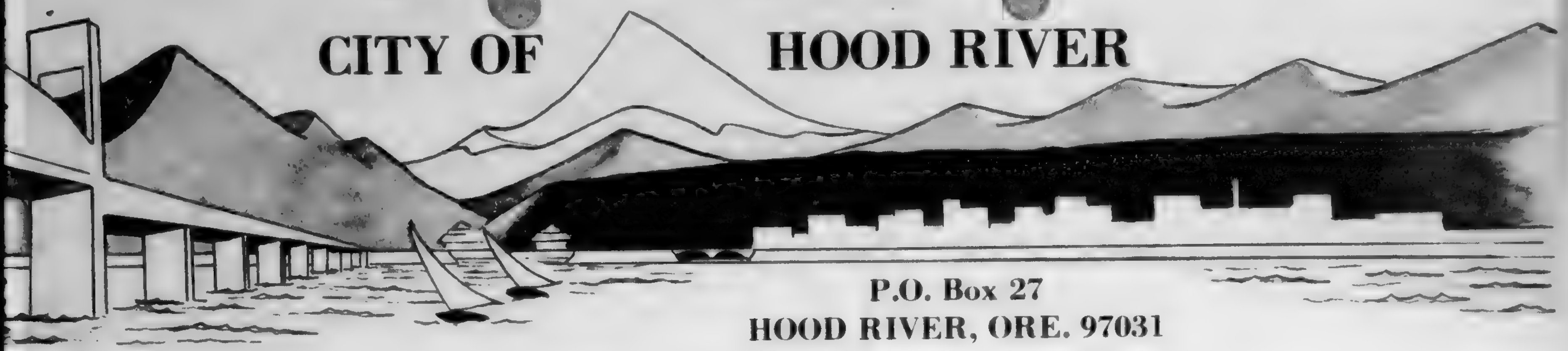
JR/lms
Attachment

Prog #

PROJECT MANA
AUG -9 '76
REFER TO:
FOR:

Info	Investigate	R/D	Action

RECEIVED
COUNTY & CITY SECTION
AUG 10 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐



CITY OF HOOD RIVER

P.O. Box 27
HOOD RIVER, ORE. 97031

Oregon State Highway Division
Region 1
P. O. Box 02157
Portland, OR 97202

Attention: Jon Rose

Reference: Off Systems Road Program

Gentlemen:

The City of Hood River wishes to advise you of their continued interest in pursuing their application for the improving of Serpentine Street under the Safer Off Systems Road Program. Our original application was submitted in 1975. The City has received a State clearing house approval with no conflict under State Identifier Number 7508 2 740, copy attached for your records, and is still considered an active project in the minds of the City of Hood River Council. We understand that under the new guidelines the scope of the project may have to be reduced to a $75,000 level rather than the $100,000 program that was originally applied for. If we are considered for a grant under this application we will revise the length of the proposed improvement to fit within the budget or provide additional local matching funds so that the entire improvement can be completed.

If further action on the part of the City of Hood River is necessary to keep this application active please advise. We do sincerely wish to be considered for funding.

Respectfully submitted

Donald J. Branton

Donald J. Branton
City Engineer

DJB/wlm
Encl:

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UE AUG 6 [illegible] RSC
SO REGION 1 RBI
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RECEIVED
COUNTY & CITY SECTION
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☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

9316

OSR
City of Hood River

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-[illegible] 3143

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 9, 1975

Donald J. Branton
City Engineer
P.O. Box 21
Hood River, OR 97031

We have received your project request and related material for an "Off-System Roads" improvement to Serpentine Street. These OSR requests were accepted on a first come-first served basis since funds are limited, and this project carries the date of August 25, when your original letter was received.

I believe that you were advised by Mr. Harwell of our Salem office that funds had been depleted before receipt of your letter, but with the possibility that additional money may become available your request has been entered into the files as an active application. By copy of this letter I'm transmitting to our Salem office the material which you have prepared and you will be kept informed as the funding situation changes.

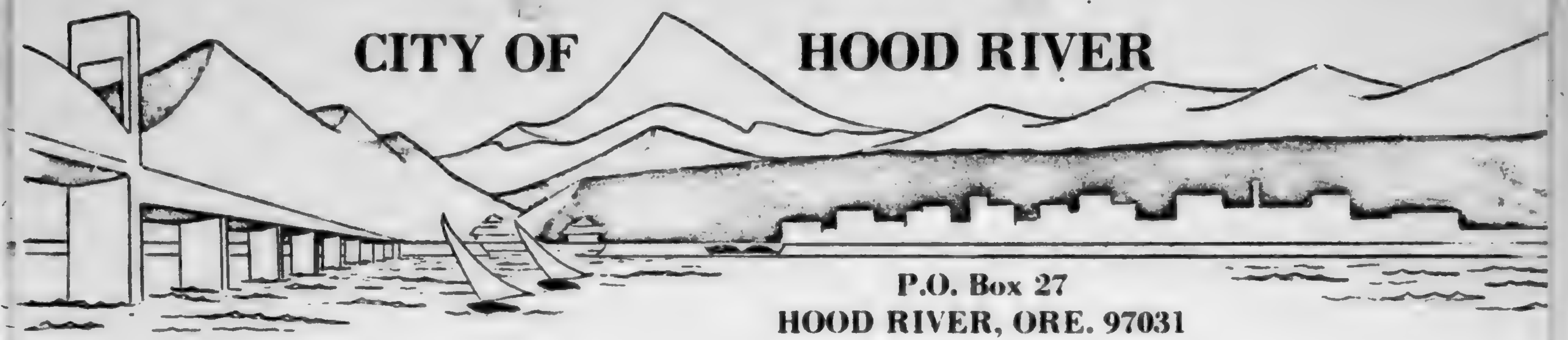
Jon Rose
JON ROSE
Regional
Federal Aid Engineer

Hal
for your file

JR/b
cc: George N. Hopkins ← THIS COPY FOR

RECEIVED
COUNTY & CITY SECTION
OCT 9 - 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Form 81-734-3122



CITY OF HOOD RIVER

P.O. Box 27
HOOD RIVER, ORE. 97031

September 16, 1975

Mr. Jon Rose
Federal Aid Engineer
Region 1
9200 SE McLaughlin
Milwaukee, OR 97222

Dear Mr. Rose:

Enclosed please find an application for an off system street improvement for the City of Hood River. Also, enclosed are the environmental assessment and a series of pictures of the existing street which is proposed to be improved.

The project involves providing major access connection between the downtown core area and the Easterly residential section of the Hood River Heights. Due to the unusual topography of the area, only limited access presently exists. The available alternatives involve gradients in excess of 13%. Serpentine is the only street which offers a suitable gradient. The project area has unusual site problems with a side hill slope of 30% in some areas. However, alignment can be arranged with an approximate 6% gradient at centerline. The street side slope contemplates the need for retaining walls and other construction far in excess of normal street improvement projects. The street also serves as a foot route for pedestrians between the core area and residential areas, which mandates the construction of a sidewalk at least on one side of the street. Because of the substantial area traversed by the street, an upgrading of existing storm sewer system is required.

Our cost estimates indicate that these additional requirements could be accomplished and still remain within the cost ceiling limitations of the grant program.

If you have any question or require more date please advise.

Very truly yours

Donald J. Branton
City Engineer

DJB/wlm
Encl: Application
Environmental Assessment
Pictures

RECEIVED
COUNTY & CITY SECTION
OCT 9 - 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

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TE RECEIVED RSM
UE OCT 07 1975 PSC
SO REGION 1 RSI
ENV LOC

7316

Rev. 6/6/75 10 7-75 SOS-140[illegible]

City Street OSR

~~COUNTY ROA~~D ~~FAS/~~C PROJECT REQUEST

Name of ~~County~~ City Hood River ~~FAS No.~~ _____ Date _____

~~County Road~~ City Street Name Serpentine

Section Name Sherman to May Avenue

Type of Project _____

Location of Project (Attach sketch map) _____

ADT 1473 1963 Data Design Speed 25 MPH

Is this request for county bridge design only? Yes _____ No X

county FAS bridge design? Yes _____ No _____

Will ~~County~~ City hire consultant for this project? Yes _____ No X

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC
   (AC, Pug Cold Mix, Penetration Mat)
   Total Travel Width 40 feet

2. Shoulders: Type Curb and Sidewalk
   (AC, Pug Cold Mix, Oil Mat)
   Width ~~Each~~ one Side 5' Total Top Width 40 feet

3. Grading and Drainage:
   By County _____ County Date of Completion _____ By Contract X

4. Bottom Base Course:
   By County _____ County Date of Completion _____ By Contract X
   Has base design been given to County? Yes _____ No X
   Will it be furnished? Yes X No _____

5. Leveling Course:
   By County _____ County Date of Completion _____ By Contract X

6. Binder Course:
   By County _____ County Date of Completion _____ By Contract X

7. Traveled Surface and Shoulders:
   By County _____ County Date of Completion _____ By Contract X

8. Clearing:
   By County _____ County Date of Completion _____ By Contract X

9. Curbs:
   Curbs Required? Yes X No _____
   Type Desired City Standard Curb & Gutter
   (rolled, exposure, monolithic, special county standard, etc.)
   Width between curbs 40 feet

RECEIVED
COUNTY & CITY SECTION
OCT 9 - 1975
☐ ENGR. ☐ COOR. ☐ ☐ ☐
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes__X__ No______
If answer is No, which of the following applies?
Contrary to public safety________ Cost excessive to need or use________
Sparse population________________ Area exempt from bike law___________
What is desired width of trail or walkway_____5_____ft.
What type of surface treatment is desired_____PCC_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No__X__
What type of separation from roadway will be used?_6 " curb_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No__x__
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes______ No__X__

12. Will replacement be by: County___________________ Contract______________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No______

14. Will County adjust structure to additional width? Yes______ No______

15. Will adjusted width be standard? Yes______ No______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes______ No__X__

17. Does County wish sight posts installed? Yes______ No__X__

18. Does County wish State to permanently stripe project? Yes______ No__X__

19. Will County do striping? Yes__X__ No______

20. Does County wish guardrail installed? Yes______ No__X__
By County________________ Contractor________________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes__X__ No______
By seeding and mulching Yes__X__ No______
By rock blanket Yes______ No__X__
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes__X__ No______

23. Can through traffic be detoured? Yes__X__ No______

24. Must new detour be constructed? Yes______ No__X__

25. Will detour be constructed and maintained by County? Yes X No ____

26. Will detour be constructed & maintained by Contractor? Yes ____ No X

27. Will County sign project outside work area during construction? Yes X No ____

28. Will Contractor sign project outside work area during construction? Yes ____ No X

29. Should contract provide for permanent signing? Yes ____ No X

30. Should State do permanent signing? Yes ____ No X

31. Will traffic signals be required? Yes ____ No X
If yes, give location and type desired ____

32. Is project contingent upon other factors? Yes ____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain ____

Remarks re Section I: ____

33. Who has jurisdiction and control? City of Hood River
(County, city, Rd. Dist. etc.)

II. BRIDGE PROJECT DATA

1. Name of river or stream N/A

2. Name of bridge ____

3a. Dimensions of existing bridge. Length ____ Roadway Width ____ Type ____
b. Dimensions of existing approaches. Type ____ Width ____ Shoulders ____

4. Type of design and material used in existing bridge. ____

5. Location (please attach map with location marked): ____
Section ____ Township ____ Range ____ W.M.

6. Desired width of proposed bridge ____ Approx. length ____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______ No______
Upstream__________ Downstream__________ Width__________

8. Does County wish a particular type of bridge design? Yes______ No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)____
____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No______
Explain____
____
____

10. Foundation Testing: By County? Yes______ No______
By State? Yes______ No______

11. Will County close road during construction? Yes______ No______

12. Can presently established road be used as detour? Yes______ No______

13. Must a new detour be constructed? Yes______ No______

14. Will detour be constructed & maintained by County: Yes______ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction? Yes______ No______

17. Will Contractor sign project outside work area during construction? Yes______ No______

18. Approaches or Connections: By County? Yes______ No______
By Contractor? Yes______ No______
Traveled surface: Type____________ Width____________
Shoulder surface: Type____________ Width____________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes______ No______

N.W. quadrant distance from structure________________
N.E. quadrant distance from structure________________
S.W. quadrant distance from structure________________
S.E. quadrant distance from structure________________

20. Guardrail: Desired on approaches or connections: Yes______ No______
By County____________ Contractor_______________
Right side only? Yes______ No______
Both sides? Yes______ No______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes______ No______
Use for detour? Yes______ No______
Removed by County? Yes______ No______
Removed by Contractor? Yes______ No______
Salvaged by Contractor for County? Yes______ No______
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes______ No______
By Contractor? Yes______ No______

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes______ No______ Size__________
Company____
b. Sanitary sewer mains: Yes______ No______ Size__________
Company____
c. Storm sewer: Yes______ No______ Size__________
Company____
d. Gas mains: Yes______ No______ Size__________
Company____
e. Power lines: Yes______ No______ Size__________
Company____
f. Telephone lines: Yes______ No______ Size__________
Company____
g. Other Utilities:____
____

24. Does County wish provisions made for future utility attachment to structure? Yes______ No______

25. Does County wish lightpost bases and conduit installed? Yes______ No______

26. Does County wish complete job of illumination in project? Yes______ No______

27. Is project contingent upon other factors? Yes______ No______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ______

Remarks re Section II: ______

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   - By State? Yes ____ No ____
   - By Consultant? Yes ____ No ____
   - By ~~County?~~ City Yes X No ____

   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does ~~County~~ City have any survey data? Yes X No ____

3. Construction plans and specifications to be prepared:
   - By State? Yes ____ No ____
   - By Consultant? Yes ____ No ____
   - By ~~County?~~ City Yes X No ____

4. Does County desire center line to be permanently monumented as part of project? Yes ____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No X

   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: ______

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

6 Who will award Contract? Local Agency X State ____

7. Who will maintain project after completion? City of Hood River

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 100' Minimum 60'

2. Is any additional right of way needed? Yes ____ No X
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes ____ No X

4. Should State negotiate and acquire right of way in behalf of County? Yes ____ No X

5. Should State prepare options? Yes ____ No X

6. Should material source site be included in right-of-way descriptions? Yes ____ No X

7. Is there any merchantable timber on right of way? Yes ____ No X

8. Will timber be reserved for owner? Yes ____ No X
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes X No ____

10. Is a hearing necessary? Yes ____ No X
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes ____ No X
If yes, give type and name of utility company: ____________________

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No ____
If yes, give type and name of utility company: Power, Pacific Power & Light Gas, Northwest Natural Gas, Sewer & Water - City of Hood River

13. Are utilities on existing right of way by permit ____ or by franchise X
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes X No ____
If yes, give name of irrigation company or district Diamond Fruit Growers, Inc.
and dates between which water can be turned off: From April
To August

15. Are there any railroad crossings? Yes ____ No X

16. Name of Railroad ____N/A____

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance:____________(Left) ____________(Right)

19. Number of Trains: Passenger____________ Speed____________
Freight____________ Speed____________

20. Angle of Intersection:____________

21. Type of Existing Crossing: Grade____ Overcrossing____ Undercrossing____

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop Signs______
Crossbucks____________ Automatic bell________ Gates________

23. Proposed Protection:____________
____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes______ No__X__

25. Will railroad crossing be altered: Yes______ No__X__
If yes, specify:____________

26. Traffic Control Signing:
To be part of project? Yes______ No__X__
By County? Yes______ No______
By State at County expense? Yes______ No______
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes______ No__X__
By County? Yes______ No______
By State at County expense? Yes______ No______

28. Does County wish State to prepare P.U.C. hearing date? Yes______ No__X__

29. Will P.U.C. application be made by State________ or County________?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes______ No__X__

Remarks re Section IV: No rail crossing involved or P.U.C. hearing required.
____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ___X___ Quarry ___X___ Cinders ______
2. Owner: County ______ State ______ Private ___X___ Other ______
3. Location: Unknown Section ______ Township ______ Range ______ W.M.
4. If County lease, what are royalty payments? ______
5. Materials furnished by County: Borrow ______ Select Topping ______
   Base Course ______ Level Course ______ Mineral Aggregates ______
   Location ______
   Miscellaneous Items ______

Remarks re Section V: Aggregrates furnished by successful bidder from his own sources.

VI. FINANCIAL DATA

1. Estimated Cost: $ 100,000.00
2. Available FAS Funds $78,000.00
3. Does ~~County~~ City wish advancement of future Federal funds? Yes ___X___ No ______
   Amount $78,000.00
4. Date match money is available ______
5. Will there be any 100% County money? Yes ______ No ___X___
6. Maximum amount of 100% County money available: $ ______
7. Date County request letting: Soon as State funds committed & plans approved.

Remarks re Section VI: ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Kenneth L. Weaver, City Planner Office
2.	Environmental	Donald J. Brantin, City Engineer Office
3.	Public Hearing	B. A. Erickson, City Administrator Office

Remarks re Section VII: ______________________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: None

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Jay B. Coffey
~~County Judge or Comm. Chairman~~
Mayor

By
~~County Commissioner~~
City Administrator

By Dorothy M [illegible]
~~County Commissioner~~
City Recorder

By
City ~~County~~ Engineer of Roadmaster

~~County~~ City City of Hood River

Date ______________________

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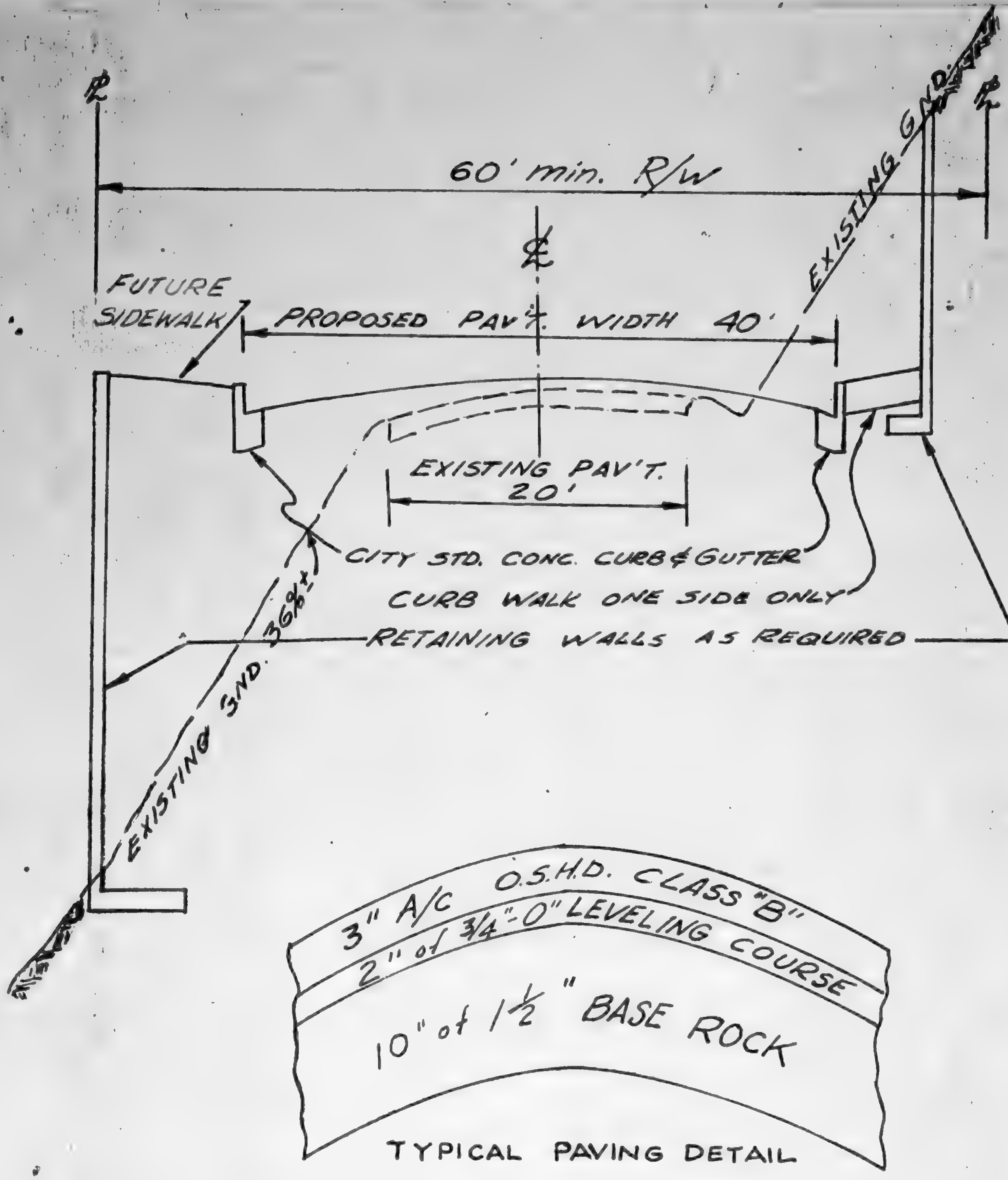

60' min. R/W
℄
FUTURE SIDEWALK
PROPOSED PAV'T. WIDTH 40'
EXISTING GND.
EXISTING PAV'T. 20'
CITY STD. CONC. CURB & GUTTER
CURB WALK ONE SIDE ONLY
RETAINING WALLS AS REQUIRED
EXISTING GND. 36%±
3" A/C O.S.H.D. CLASS "B"
2" of 3/4"-0" LEVELING COURSE
10" of 1 1/2" BASE ROCK

TYPICAL PAVING DETAIL

CITY OF HOOD RIVER

PROPOSED SECTION
SERPENTINE AVE.
IMPROVEMENT

DMO SEPT. 22, 1975

9316

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date September 15, 1975

A. PROJECT IDENTIFICATION

Name of Project Off System Street Improvement (Section)

Location of Project Serpentine, Sherman Avenue to May Street (Highway Name) (Highway No., US - ORE)

Hood River (City) Hood River (County) 1 (Region)

Program 1974 amendment to 1973 Highway Act - SB 448 (Funding) $100,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To provide adequate primary access to the Easterly residential areas of the City of Hood River

Origin and History: R/W created with plat of Original Town of Hood River

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C. DESCRIPTION OF PROJECT

Length

Termini

Alignment ☐ New ☐ Existing ☒ Combined Revision in present use surface alignment but within existing dedicated right-of-way

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COUNTY & CITY SECTION
OCT 9 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing dedicated right-of-way varies 60 to 100 feet adjacent land use is residential

Typical Section

Structures Retaining walls required in some areas due to steep topography

Characteristics (ADT) 1473 based on 1963 data

Other General Information (or Supplemental information to items) Anticipated substantial increase in ADT with completion of improvement

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

7th Street, as shown on map was considered, but gradient is in excess of 22%. The most Easterly streets are so sttep as to be impassable in anything less than a four-wheel drive vehicle

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☒ Required ☐ Recommended

Type P C - Tentative Date(s) December 9, 1975

A-95 Review: ☐ Not Required ☒ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project area includes unusual topographic conditions. Serpentine Street is presently constructed across a steep slope. The lower level of which is the core of commercial area of Hood River. The upper level serves as a residential section of the City. Although the street has a gradient of 6%, the slope it traverses is in excess of 30%. Elevation at the lower is 262 feet, at the upper is 456 feet. The major species of flora are Oak, Pine, and various grasses. Soils within the project area are, as classified by U. S. Soil Conservation Service, of the Wind River Association. This Association is described as very deep, somewhat excessively drained soils with a fine sandy loam surface layer over loamy fine sand at depths of 40 to 50 inches and with slopes of 0 to 30 percent.

Other than storm water run-off, there is no surface water in the project area. Storm water run-off is collected by use of existing storm sewers and ditches. Drainage patterns have been established by the present location of Serpentine and no alteration of these patterns is expected.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land Use within the project area is residential, although, due to the slope the street traverses, the street primarily serves as a corridor for both pedestrian and auto traffic traveling between the City business area and the Eastern residential section on the "Heights". Existing Ambient noise levels within the project area were not measured, however, it is expected that levels range from 45 DBA to 55 DBA which is associated with average traffic flows. Due to the location of the City of Hood River and the prevailing winds, air quality is considered good. There are utility poles in the right-of-way which must be relocated.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Existing right-of-way will be utilized - No new right-of-way required

Consequences:

None

2. Estimated Changes in Traffic Patterns:

Substantial increase in use anticipated with completion of improvement.

Consequences:

Access to project from core area is via arterial street (Sherman Ave.) which is heavily loaded to the West during business hours. It is hoped that some of this traffic will be diverted onto the project street thus releaving intersection congestion in the westerly access routes to the Heights residential areas.

3. Estimated Changes in Land Use:

The area surrounding the project is zoned residential in compliance with the comprehensive plan, no zoning changes are anticipated. Completion of the project may have a accelerating effect upon construction of homes along the completed project route.

Consequences:

None anticipated

4. Expected Adverse Effects on Natural Ecological Resources:

No adverse effects or impacts are anticipated.

Consequences:

None

5. Expected Adverse Effects on Cultural and Scenic Resources:

No adverse effects or impacts are anticipated

Consequences:

None

6. Preliminary Identification of Areas of Critical Environmental Concern:

Preliminary review indicates no areas of critical environmental concern

7. Potential for Controversial Issues:

The proposed project is recognized on the comprehensive plan. Therefore, no potential for controversey is expected.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	x		
Urban Economist	x		
Water Quality Spec.	x		
Acoustical Engineer	x		
Air Quality Engineer	x		
Cultural Geographer	x		
Urban Planner	x		
Geologist	x		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ______________________

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UE OCT 07 1975 RSC
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ENV LOC

9316

OSR
Hood R(City)

Robert W. Straub

August 26, 1975

Mr. Bruce A. Erickson
City Manager
City of Hood River
City Hall
Hood River, Oregon 97031

Dear Mr. Erickson:

This will acknowledge receipt of your Off-System project request by letter with no specific section indicated. Your application was received on August 20, 1975.

You will recall that this Off-System Road fund is being allocated to qualified applicants on a "first-come, first-served" basis as outlined in the procedures which were distributed on May 30, 1975.

Project request applications have been received to date in excess of available funds. We will, however, place your application on file pending receipt of additional apportionments.

We expect to have some information from FHWA relative to additional funds by the end of this year, and we will keep you advised of the status of your project request.

Very truly yours,

D. N. Harwell

D. N. Harwell
County-City Engineer
Project Management Section

HR:scr

bc: E. L. Hardt, Region 1

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

9316

OSR
Hood River
05-1401 ( )

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
August 20, 1975

FILE: PRO 4

FROM: JON ROSE Jon Rose
Regional Federal Aid Engineer

SUBJECT: Off-System Roads Project
City of Hood River

TO: HAL REYNOLDSON
Rural Program Engineer

The City of Hood River has initiated a request for an "Off-System Roads" project as indicated by the attached letter. The City Administrator expects to have a more detailed request submitted shortly, along with a draft Environmental Assessment. We will forward further data after we have received it and had an opportunity for review. I have advised the City that the OSHD would handle A-95 requirements.

JR/b
att

Hal
Pls acknowledge
w/ copy to Region
H

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COUNTY & CITY SECTION
AUG 2 0 1975
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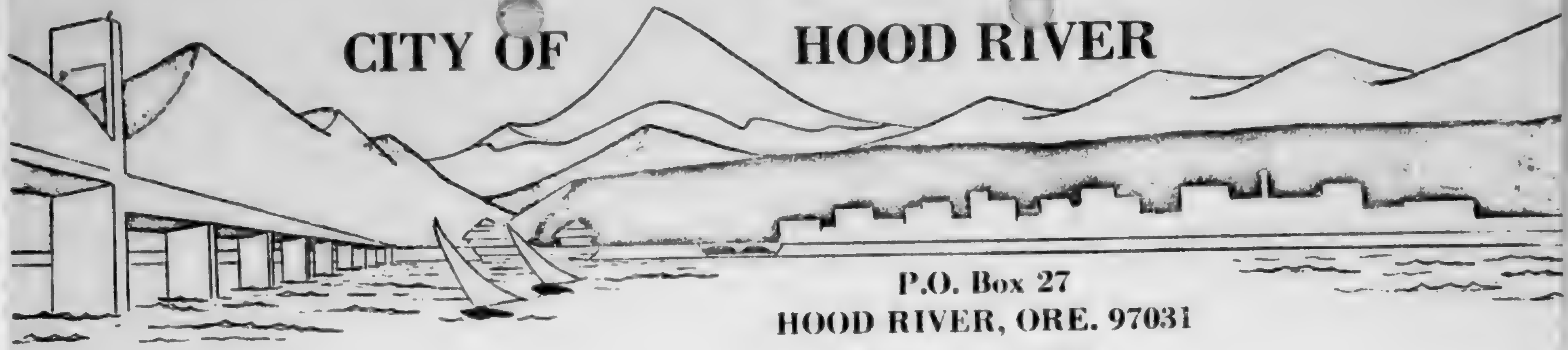
CITY OF HOOD RIVER



P.O. Box 27
HOOD RIVER, ORE. 97031

August 15, 1975

Mr. Jon Rose, Federal Aid Engineer
Oregon State Highway Division, Region 1
9200 S.E. McLaughlin Blvd.
Milwaukie, OR 97222

Dear Mr. Rose:

Pursuant to our conversation of August 14, 1975, this letter is to serve as Notice of Intent of the City of Hood River to apply for funds under the Off System Road Improvement Program.

The formal application and related materials will follow as soon as applicable data can be gathered. It is the intent of the City to apply for the maximum amount available under the existing program. A-95 Review procedures are being instituted as of this date.

We would appreciate notification of any changes in procedures or status of the Off System Street Improvement Program.

Sincerely yours,

Donald J. Branton

Donald J. Branton, City Engineer

DJB:rlc
cc: Bruce Erickson

50 00

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COUNTY & CITY SECTION
AUG 20 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

1981 Jordan Ck. (Danner) Br. 9317
Sec. of Co. Rd. 995.
(Structure)

C&a 6982 4/17/81 6-20-79
6856 1/2/79

9317

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	139197
DATE	4/24/84
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 2805

NEW

CODE: MALHEUR

MALHEUR COUNTY
% MALHEUR COUNTY COURT JUDGE
COURTHOUSE
VALE OR 97918

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	321	00			3,546.31
223-1078	296	00	000		3,546.31
223-1078	297	00	000		(3,546.31)

DESCRIPTION	TOTAL PRICE
FINAL BILLING: JORDAN CREEK (DANNER) BRIDGE - FAP #SOS-2300(2) BROS-2300(3)	
SEE ATTACHED ITEMIZED STATEMENT	
COUNTY'S SHARE OF COSTS	40,446.31
LESS: COUNTY'S ADVANCE DEPOSIT	(36,900.00)
BALANCE DUE FROM COUNTY	3,546.31

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
MAN./ASST. ________ PROGRAM UNIT ________
REFER TO ________________________ ________
FOR ________________________________

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
MIKE SHULTZ PH: 378-6514 FOR CORRECTNESS OF CHARGES
OR JANE HENSLEY PH:378-5035 PREPARER OF INVOICE

FOLD

734-1150 (7-81)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

9317

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER 139197

DATE 4/12/84
PURCHASE ORDER NUMBER
☐ PARTIAL ☒ FINAL
PRIOR REQUEST NUMBER
BILLING REQUEST NUMBER CA2805

BILL TO: New
CODE MALHEUR

Malheur County
c/o Malheur County Court Judge
Courthouse
Vale, OR 97918

CREDIT DISTRIBUTION

321.00	3,546.31
223-1078-296-00-000	3,546.31
2231078-297-00-000	<3,546.31>

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final billing: Jordan Creek (Danner) Bridge - FAP # S05-2300(2) BROS 2300(3)	
See attached itemized statement	
County's share of Costs	40,446.31
Less County's Advance Deposit	<36,900.00>
Balance due from County	3,546.31
110.00	

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Mike Shultz PH. 378-6514 FOR CORRECTNESS OF CHARGES
OR Jane Hensley 378-5035 PREPARER OF INVOICE

Inv. 3029 MALHEUR

Advance Deposit Amount	$36,900.00
Advance Deposit Previously Transferred to Highway Fund	$32,900.00
Balance	$ 4,000.00
Transfer to Highway Fund	$ 4,000.00
Refund Due	$ -0-

AMOUNT DUE $

SUBMITTED BY J. Hensley

APPROVED BY

734-1191 (9-81)

9317

OREGON STATE HIGHWAY DIVISIO

ITEMIZED STATEMENT OF FINAL COSTS

DATE: April 9, 1984

P.E. SOS-2300(2)

COUNTY: Malheur AGREEMENT NO: 6982 PROJECT NO: BROS-2300(3)

CONTRACT NO: 9317 SECTION: Jordan Cr. (Danner) Bridge

PRELIMINARY ENGINEERING: PREFIX 223-1979

	PARTICIPATING	NON PARTICIPATING
Resident Engineer	$ 3,381.55	$ 14.14
Final Design	1,691.88	
Region Utility Liaison	131.39	
Location	2,138.60	
Project Management	115.73	
Specifications (No cost to County)	1,045.20	
Administrative Services	26.32	
Environmental Section	259.82	
Structural Functions	2,056.26	
Free Bridge Design (No cost to County)	4,970.73	
Total P.E. Cost	$ 15,817.48	$ 14.14
Less Free Bridge Design, Specs & Plans	(6,015.93)	
Total County P.E. Cost	$ 9,801.55	$ 14.14

CONSTRUCTION: PREFIX 223-1078

Work Performed by Contractor	$ 159,565.37	$ 808.20
Interest on Final Payment		76.22
Resident Engineer Charges	21,664.52	1,689.17
Project Management	79.88	
Materials Lab	1,066.91	
Technical Services	548.50	
Construction Branch	187.71	
Region Engineer's Office	387.29	
Total Construction	$ 183,500.18	$ 2,573.59

SUMMARY:

Total Participating P.E. Cost		$ 9,801.55
Total Participating Const. Cost.		183,500.18
		$ 193,301.73
Less Federal-Aid Funds:		
SOS, P.E. 88.18%	$ 8,643.01	
BROS Const. 80.00%	146,800.14	(155,443.15)
Subtotal		$ 37,858.58
Plus Non-Participating County Cost		2,587.73
Less County Advance Deposit P.E. & Const. 7-17-81		(36,900.00)
BALANCE DUE FROM COUNTY		$ 3,546.31

MKS:bkb

cc: OSHD

9317

U.S. DEP MENT OF TRANSPORTATION
FEDE HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9317

REGION NO. 10	REPORT NO.	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT December 15, 1983	REPORT MADE BY C. T. Keasey, Construction Engineer		PROJECT NO. BROS-2300(3)
COMPLETION DATE December 30, 1981	ACCEPTANCE DATE BY CONTRACT AGENCY November 22, 1982	TIME ELAPSED 100 %	CONTRACT TIME 155 CD
APPROVED EXTENSIONS 5 CD	LOCATION Jordan Cr. (Danner) Br. Section of County Road 995 approximately 15 miles westerly of Jordan Valley.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 9 '84
REFER TO Keasey
FOR
Info Inves R/D

1. Description of Improvement as Programed:

   A. Construction of Bridge No. 16398 over Jordan Creek. Length: [illegible].0 feet. Roadway Width: 27.5 feet.

   B. Performance of additional and incidental work.

2. Contractor's Name: Douglas S. Coats, Inc.

3. Contract Amount: $151,730.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) Keasey

Title Constr. Engr.

NOTE: A final inspection was made by FHWA on September 2, 1982.
---DBC

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter	SIGNATURE J. K. Hossner Field Operations Engineer Glenn K. Hossner
TITLE Area Engineer / DATE 12-15-83	TITLE Field Operations Engineer / DATE 1/6/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9317

B

December 3, 1982

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9317

Gentlemen or Ladies:

On November 24, 1982, we wrote to you concerning release of final payment on Contract No. 9317 awarded to Douglas S. Coats, Inc. for the Jordan Creek (Danner) Bridge in Malheur County.

Final payment on this contract is $1,509.40 and the total contract amount is $160,373.57. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

bc: C. T. Keasey
Walt Hart
Robert D. Hector

9-7

B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Bugge Investment Co. dba Columbia West Materials & Constructors Co. No. 9328	N.Col. Way/N. Col. Blvd./N. Portland Rd. Intchge. Ramp Multnomah County	November 8, 1982
Hi Lo Roads, Inc. No. 9439	Florence/Eugene Hwy. @ M.P. 10.3 Lane County	November 8, 1982
Sims Electric, Inc. No. 9348	Main St.-Campbell St. (Baker) Baker County	November 9, 1982
E.H. Itschner Co. No. 9461	Shaniko Rock Production Wasco County	November 9, 1982
Linnco Electric Co. No. 9394	Pac.Hwy. E.@ Hayesville Dr. NE (Salem) Marion County	November 9, 1982
Olson's Mechanical & Heavy Rigging No. 9517	Catching Slough Bridge Coos County	November 9, 1982
Gresham Paving, Inc. No. 9255	N. Main Ave.-NE Elliott Ave. & N. Main Ave.-NE Kelly Ave. (Gresham) Multnomah County	November 9, 1982
Schrader Const. Co., Inc. No. 9119	W. Intchge., Sellwood Bridge Multnomah County	November 10, 1982
Hertz Electric, Inc. No. 9246	SW Cedar Hills Blvd. @ SW Butner/Barnes Rd. Washington County	November 15, 1982
Sims Electric, Inc. No. 9393	Old Hwy. 20 @ "A" St. (Toledo) Lincoln County	November 15, 1982
Auburn Const. Co. No. 9346	McFee Cr. (Midway Rd.) Bridge Washington County	November 16, 1982
Tice Electric Co. No. 9329	Cascade Hwy. S. @ Gaffney Lane & Beavercreek Rd. @ Fred Meyer Access Clackamas County	November 18, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9449	Pac. Hwy. E. @ Mt. Hood Ave. (Woodburn) Marion County	November 18, 1982
Douglas S. Coats, Inc. No. 9317	Jordan Cr. (Danner) Bridge Malheur County	November 22, 1982
Stukel Rock & Paving, Inc. No. 9229	N. Klamath Falls Intchge.-Jct. Green Springs Hwy. Klamath County	November 23, 1982
Wildish Corvallis Construction Co. No. 9353	Corvallis/Lebanon Hwy. @ Seven Mile Lane Linn County	November 30, 1982
Nelson-Deppe, Inc. No. 9300	Powder River Baker County	November 30, 1982
Roseburg Paving, Inc. No. 9215	Roseburg S.C.L.-Jct. Coos Bay/Roseburg Hwy. Douglas County	November 30, 1982

December 2, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9317

STATE COPY 2

TO BE [illegible]PLETED BY FHWA MONTHLY TRANSACTION NUMBER 4-130 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	[illegible].S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-1-82	[illegible]ate Oregon County Malhuer Project Number BROS-2300(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 19, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 182,000.00	$ 184,190.00
Federal funds	$ 145,600.00	$ 147,352.00
Other revisions		

This modification is made for the following reasons: to include increase in construction cost, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of April, 1982.

OREGON STATE HIGHWAY DIVISION (Official name of Highway Agency)	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By	By (Division Administrator) For: Dale E. Wilken
Program Management Engineer (Title)	
~~XXX~~ For: H.S. Coulter, P.E. State Highway Engineer (Title)	
By (Title)	

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon April 9, 1982

Federal-Aid Project
No. BROS-2300(3)

Jordan Creek (Danner) Bridge Section
Danner County Road
Malhuer County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure, Bridge #16398 (Sta. 29+00 to Sta. 52+00)

Subtotal of previous estimate of August 13, 1981	$159,209.56

Additional Items

Type "C" End Pieces	4 Each	140.00	$ 560.00
Transition Rail Members	4 Each	75.00	300.00
		Increase	$ 960.00
		SUBTOTAL	$160,169.56
		Engineering	24,020.44
		TOTAL	$184,190.00

Length of Project ----------- 0.016 mi.

Federal Funds ---------------	$147,352.00
County Funds ----------------	36,838.00
TOTAL	$184,190.00

Group 1	100%
Contract No.	9317
Prefix:	223-1979
Prefix:	223-1078

9317 . [illegible] COPY L.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 2-27 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 1/27/82	Oregon County Malhuer Project Number BROS-2300(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 19, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 173,916.00	$ 182,000.00
Federal funds	$ 139,132.00	$ 145,600.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of January, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

XXBy For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon January 25, 1982

Federal Aid Project
No. BROS-2300(3)

Jordan Creek (Danner) Bridge Section
Danner County Road
Malhuer County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure, Bridge #16398 (Sta. 29+00 to Sta. 52+00)

Subtotal of previous estimate of August 13, 1982	$153,230.00

Additional Items

Type 3 Guardrail (P.A. #1)	100 Lin. Ft.	26.00	$ 2,600.00
Type 1 Anchors (P.A. 31)	4 Each	300.00	1,200.00
Purchase Bridge Timbers (P.A. #2)	8 MBD Ft.	100.00	800.00
Structural Concrete Adjustment (P.A. #3)	5.32 Cu. Yd.	259.26	1,379.26
			$ 5,979.26

Increase	$ 5,979.26
SUBTOTAL	$159,209.56
Engineering	22,790.44
TOTAL	$182,000.00

Length of Project ---------- 0.016 mi.

Federal Funds --------------	$145,600.00
County Funds ---------------	36,400.00
TOTAL	$182,000.00

Group 1	100%
Contract No.	9317
Prefix:	223-1979
Prefix:	223-1078

9317

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-127		Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Malheur
	8-19-81	PROJECT NO. BROS-2300(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Jordan Creek (Danner) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-3-81	0.016
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS PRO RATA 80%
$172,781.00	$ 138,225.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible]

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon August 13, 1981

Federal Aid Project
No. BROS-2300(3)

Jordan Creek (Danner) Bridge Section
Danner County Road
Malheur County

PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure, Bridge #16398 (Sta. 29+00 to Sta. 52+00)

Mobilization		All Required	$ 14,000.00
Temporary Protection and Direction of Traffic		All Required	500.00
Temporary Signs	63 Sq. Ft.	10.00	630.00
Temporary Barricades	6 Each	50.00	300.00
Bridge Removal Work		All Required	2,000.00
Shoring, Cribbing, Etc.		All Required	4,500.00
Structure Excavation	235 Cu. Yd.	8.00	1,880.00
Structural Concrete, Class 3300	135 Cu. Yd.	All Required	35,000.00
4'X85'/90' Prestressed Box Beams	7 Each	10,000.00	70,000.00
Reinforcement	19,000 lbs.	All Required	9,000.00
Metal Rail with Tubing	188 Lin. Ft.	40.00	7,520.00
Guard Rail in Stockpile		All Required	5,500.00
Loose Riprap, Class 50	90 Cu. Yd.	10.00	900.00
			$151,730.00

Anticipated Items

Roadside Seeding and Mulching	All Required	$ 500.00
Work by Idaho Power Co.		1,000.00
	SUBTOTAL	$153,230.00
	Engineering	20,686.00
	TOTAL	$173,916.00

Length of Structure -------0.016 mi.

Federal Funds (80%)--------	$139,132.00
County Funds --------------	34,784.00
TOTAL	$173,916.00

Group 1 100%
Contract No. 9317
Prefix 223-1979
Prefix 223-1078

9317

February 24, 1982

MCH Contractors
3310 Perkins St., N.E.
Salem, OR 97303

CON 5
#9317

Attention: Henry Howe

Gentlemen or Ladies:

Thank you for your letter which we received February 19 informing us that your claim in the amount of $5,640 has been paid in full.

You state this is in reference to the Douglas S. Coats, Inc., Contract No. 9317 for the Jordan Creek (Danner) Bridge in Malheur County.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

3-24-82 dmc

MCH CONTRACTORS
3310 Perkins St. N.E.
Salem, OR 97303
393-6810

COMMISSION SERVICES
ATTN: ROBERT GORMSEN
ROOM 121
TRANSPORTATION BLDG.
SALEM, OR. 97310

Dear Sir,

We filed a claim against the bond on the Danner Bridge contract #9317 on Feb. 8,1982.

We wish to inform you that they have paid us in full on that contract as of Feb. 15,1982. Please cancelled our compliant.

Thank you,

Henry Howe

Henry Howe
MCH CONTRACTORS

RECEIVED
FEB 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9317 2-23-84 223-1078

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building
Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. BROS-2300(3)

PROGRAM APPROVED

VOUCHER PERIOD From: 6-3-81 To: 1-6-84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
186,073.77	183,500.18	80%	146,800.14	146,800.14	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY __________ *State Highway Agency*

By __________ Controller *Authorized Officer* *Date* 2/23/84

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY __________

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Jordan Creek (Danner) Bridge Section					
	Danner County Road					
	Malheur County					
	Construction					
	Type Code X081					
	Structure, Bridge #16398 (Sta. 29+00 to Sta. 52+00)					
	Final Contract Payment Summary		Lump Sum		$159,565.37	
	Construction Engineering					
	State		All Required		23,934.81	
	Total Participating Project Cost				183,500.18	
	Non Participating Project Cost					
	Final Contract Payment Summary		Lump Sum		808.20	
	Interest on Final Payments		All Required		76.22	
	Construction Engineering (State)		All Required		1,689.17	
	Total Non Participating Project Cost				2,573.59	
	Total Project Cost				186,073.77	
	Prepared based on Participating cost as shown on the Federal Billing as of 3-1-84					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS FEBRUARY 1984

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	221	1018	948	00 P 1	7.76	112.23	112.23	83	84
			TOT	P1	2,605.52	149,196.58	149,196.58		
			TOT	N1		77.63	77.63		
			** JOB TOTALS **		2,605.52 **	149,274.21 **	149,274.21 **		
JORDAN CR (DANNER) BRIDGE	CONT NO 9317 * FA PROJ NOS BROS2300003 100							STATE	
	223	1078	201	00 P 1	750.00CR	750.00CR	159,565.37	81	84
	223	1078	201	00 N 1			808.20	82	82
	223	1078	203	00 P 1	750.00	750.00		82	84
	223	1078	206	00 N 1			76.22	83	83
	~~223~~	~~1078~~	~~296~~	~~00 N 9~~		~~15.21CR~~	~~179,805.35CR~~	~~81~~	~~84~~
	~~223~~	~~1078~~	~~297~~	~~00 N 9~~			~~32,900.00~~	~~82~~	~~82~~
	~~223~~	~~1078~~	~~298~~	~~00 N 9~~		~~15.21~~	~~146,905.35~~	~~81~~	~~84~~
	223	1078	900	00 P 1	131.51CR	131.51CR	21,664.52	81	84
	223	1078	900	00 N 1	131.51	131.51	1,689.17	81	84
	223	1078	920	00 P 1			79.88	81	82
	223	1078	940	00 P 1		19.06	1,063.22	81	83
	223	1078	941	00 P 1			3.69	81	82
	223	1078	944	00 P 1			548.50	81	82
	223	1078	945	00 P 1			187.71	81	83
	223	1078	946	00 P 1			387.29	81	82
			TOT	P1	131.51CR	112.45CR	183,500.18		
			TOT	N1	131.51	131.51	2,573.59		
			** JOB TOTALS **		**	19.06 **	136,073.77 **		
DEAD OX PUMP CANAL BRIDGE	CONT NO 9681 FA PROJ NOS BROS2300006 100							STATE	
	223	1083	201	00 P 1		108,628.24	108,628.24	83	84
	223	1083	201	00 N 1		150.00	150.00	84	84
	223	1083	204	00 P 1		1,000.00CR	1,000.00CR	83	84
	223	1083	296	00 N 9	3,918.68	93,660.26CR	93,660.26CR	83	84
	223	1083	298	00 N 9	3,918.68CR	93,660.26	93,660.26	83	84
	223	1083	900	00 P 1	5.32	7,274.95	7,274.95	83	84
	223	1083	900	00 N 1		18.00	18.00	83	83
	223	1083	900	01 P 1		12.73	12.73	84	84
	223	1083	900	01 N 1		4.04	4.04	84	84
	223	1083	920	00 P 1		38.25	38.25	83	83
	223	1083	921	00 P 1		53.92	53.92	83	83
	223	1083	940	00 P 1	127.32	759.32	759.32	83	84
	223	1083	941	00 P 1		478.09	478.09	83	83
	223	1083	942	00 P 1		76.69	76.69	83	83
	223	1083	944	00 P 1		539.75	539.75	83	84
	223	1083	945	00 P 1	112.16	205.90	205.90	83	84
	223	1083	946	00 P 1		149.33	149.33	83	83
	223	1083	948	00 P 1		102.95	102.95	83	83
			TOT	P1	244.80	117,320.12	117,320.12		
			TOT	N1		172.04	172.04		
			** JOB TOTALS **		244.80 **	117,492.16 **	117,492.16 **		

B01 | OREGON STATE HIGHWAY DEPARTMENT | 03/15/84

BILLING NUMBER 34 | FHWA BILLING VOUCHER |

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
218-1011	1#	BROS-1800-005 APPR-117	141,993.34	177,491.68	177,491.68	80.00	141,993.34	141,993.34		
218-1040	1#	RRS -2221-001 APPR-138	37,441.50	41,645.12	41,601.67	90.00	37,441.50	37,441.50		
218-1043	1#	RRO -000S-045 APPR-685	33,604.55	37,338.39	37,338.39	90.00	33,604.55	33,604.55		
220-1034	1#	RRS -6430-001 APPR-138	59,453.14	66,059.04	66,059.04	90.00	59,453.14	59,453.14		
220-1050	1	PMS -000S-106 APPR-140	309,355.00	271,706.20	271,323.05	100.00	271,323.05	271,323.05		
220-1055	1	BROS-2000-003 APPR-117	241,910.00	310,018.65	309,323.32	80.00	247,458.66	241,910.00	5,548.66 B	
220-1083	1	RRS -000S-020 APPR-138	122,589.00			90.00				
221-1018	1	BHOS-2100-005 APPR-114	141,548.00	211,634.56	211,556.93	80.00	169,245.54	141,548.00	27,697.54 B	
221-1019	1	BROS-2100-006 APPR-117		4.50	4.50	80.00	3.60		3.60 B	
223-1078	1#	BROS-2300-003 APPR-117	146,800.14	186,073.77	183,500.18	80.00	146,800.14	146,800.14		
223-1083	1	BROS-2300-006 APPR-114	97,674.00	117,492.16	117,320.12	80.00	93,856.10	93,766.37		89.73
224-1053	1	RRP -000S-020 APPR-139	52,683.00	58,504.72	58,504.72	90.00	52,654.25	52,654.25		
224-1073	1	PMS -000S-110 APPR-140	185,500.00	185,465.82	185,431.32	100.00	185,431.32	185,431.32		
226-1005	1#	SOS -2600-001 APPR-680	128,618.01	206,322.52	149,904.44	85.80	128,618.01	128,618.01		
	8#	SOS -2600-001 APPR-680	1,788.13	2,084.07	2,084.07	85.80	1,788.13	1,788.13		
226-1005		PREFIX TOTALS	130,406.14	208,406.59	151,988.51		130,406.14	130,406.14		
226-1006	1	X10 -0000-027 APPR-772	234,739.26	276,733.72	276,163.84	85.00	234,739.26	234,739.26		
226-1007	1	RRP -9704-003 APPR-139	52,947.00	19.72	19.72	90.00	17.75	17.75		
226-1008	1	RRS -9956-005 APPR-138	81,214.00	15,184.64	15,184.64	90.00	13,666.18	13,659.19		6.99
27-1095	1#	SOS -2700-001 APPR-680	153,416.22	179,264.08	173,869.33	85.77	153,416.22	153,416.22		
230-1061	1	SRS -000S-109 APPR-148	5,693.20	11,328.91	10,780.14	90.00	9,702.13	5,693.20	4,008.93 B	
230-1070	1#	SOS -3000-002 APPR-680	204,826.88	232,584.61	232,361.75	88.15	204,826.88	204,826.88		
230-1072	1	PMS -000S-087 APPR-140	33,700.00	17,155.22	17,155.22	100.00	17,155.22	17,155.22		
230-1081	1	BROS-3000-005 APPR-114	90,518.00	107,330.19	107,234.90	80.00	85,787.92	85,787.92		
230-1084	1	SOS -3000-006 APPR-680	100,704.00	108,914.16	108,823.94	88.15	95,928.30	95,928.30		
231-1013	1	BROS-3100-004 APPR-117	44,224.00	55,724.74	55,672.47	80.00	44,537.98	44,224.00	313.98 B	

CL-82-20 9317

files L

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 16, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9317

Mr. Henry Howe
MCH Contractors
3310 Perkins St., N.E.
Salem, OR 97303

FILED
FEB 17 1982
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
FEB 17 1982
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Howe:

This will acknowledge your claim letter received in this office on February 8, 1982, stating that you supplied material and labor in the amount of $5,640 for the Danner Bridge.

The claim states this is in reference to the Douglas S. Coats, Inc., Contract No. 9317 for the Jordan Creek (Danner) Bridge in Malheur County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED [illegible]
3-19-82 dmc

MCH CONTRACTORS
3310 Perkins St. N.E.
Salem, OR 97303
393-6810

COMMISSION SERVICES
ATN: ROBERT GORMSEN
ROOM 121
TRANSPORTATION BLDG.
SALEM, OR. 97310

Dear Sir,

We supplied material and labor for item marked Metal Rail with tubing for Danner Bridge contract #9317.

We delivered this material on 10/25/81.

We are owed $5,640.00 for this material and our labor and have not as of 2/8/82 received any payment.

We hear by file this claim against the bond on this job.

Thank you,

Henry Howe
Henry Howe, owner
MCH CONTRACTOR

RECEIVED
FEB 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9317

L

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Jordan Creek (Danner)Br.

WEEK ENDING: February 13, 1982

SECTION PREFIX: 223-1078

HIGHWAY: Danner Road

COUNTY: Malheur

NAME OF JOB:

KIND OF WORK: Structure

FEDERAL AID PROJECT NUMBER: BROS-2300(3)

CONTRACTOR: Douglas S. Coats, Inc.

CONTRACT NUMBER: 9317

ESTIMATED COMPLETION DATE:

DATE OF CONTRACT: July 16, 1982

DATE WORK STARTED: September 8, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 150

CALENDAR DAYS USED: 155

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 103

PROJECT AUTHORIZATION: $173,916.05

EXCLUSIVE OF ENGINEERING: $160,125.35

ENGINEERING AUTHORIZATION: $13,790.70

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $160,864.47

ENGINEERING COST TO DATE: $23,551

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 106

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0%

PERCENT OF AUTHORIZATION: 171%

DATE PROJECT WAS COMPLETED: December 30,1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16398							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K
RECEIVED
FEB 16 1982
CONSTRUCTION
BRANCH

ASHE
CAE
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SCS
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CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7	Project completed, no activity all week.
MONDAY 8	
TUESDAY 9	
WEDNESDAY 10	
THURSDAY 11	
FRIDAY 12	
SATURDAY 13	

REMARKS

Semi-final data submitted to Region office on Monday of this week.

This is the final report for this project.

SIGNED Michael J Gardner LOCATION Ontario
Michael J. Gardner, Asst. Proj.,Mangr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9317

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

January 29, 1982

CON 5 #9317

Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

RE: Time Extension Request
Jordan Creek (Danner) Bridge
Contract No. 9317
BROS-2300-(3)

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of five calendar days is granted due to the extra work done under Price Agreement No. 1.

This will eliminate all liquidated damages under this contract.

Sincerely,

For D. B.
C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:cb

cc. H. S. Coulter ✓ (att. 1 letter)
W. E. Schwartz "
P. F. Burnett "
FHWA "
Bob Church

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
FEB 2 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3123

CON 5 - 9317

STATE OF OREGON **INTEROFFICE MEMO**

TO: O. B. Jackmond
Contract Administration Engineer

DATE: January 26, 1982

SUBJECT: Contractor's Request for Increase of Workdays
Jordan Creek (Danner) Bridge Section
Malheur County
Contract 9317

RECEIVED
JAN 29 1982
CONSTRUCTION BRANCH

____ASHE____ ____O/L____
____CAE____ ____CA____
____FOE____ ____LE____
____GCE____ ____TC____
____SCS____ ____FE____
____EEO____ ____CP____

The Danner Bridge project is now completed except for some clean-up and minor finish work. The contractor has requested an extension in time of five additional calendar days.

I have attached a letter and contractor's request from Doug Coats and a letter from Frank Burnett.

The project was let with Item 12 to place guardrail in stockpile. This was changed by price agreement #1 to furnish and install the rail. The County constructed the approach fill, however, they could not do their work until the bridge was completed. And the rail could not be constructed until the fill was done.

Important dates are as follows:

Contract awarded	July 16, 1981
Work started	Sept. 8, 1981
Price Agreement #1 approved	Sept. 21, 1981
Fill started	Oct. 4, 1981
Bridge beams set	Dec. 4, 1981
Fill completed	Dec. 19, 1981
Guardrail started	Dec. 21, 1981
Out of time	Dec. 25, 1981
Guardrail completed	Dec. 30, 1981

I agree that five additional calendar days should be granted and recommend to you that you place this in line for approval.

R. D. Hector
Region Construction Engineer

CTK -
I concur with Region (don't have letter from Project Manager). Recommend a time extension of 5 calendar days.

RDH/vt
Enc.
cc: P. F. Burnett

MEMORANDUM 9317 12-23-81 [illegible]23-1979

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE

PROGRAM APPROVED Oregon

FEDERAL AID PROJECT NO.

VOUCHER [illegible]300(2)

From: 1-17-79 To: 6-2-81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$15,817.48	$15,817.48	88.18%	$13,947.85	$13,947.85	$ 0.00

	DATE	
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		12/23/81

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Jordan Creek (Danner) Bridge Section County Road Malheur County					
	Preliminary Engineering Type Code P.E. State	All Required			$15,817.48	
	Total Participating Project Cost				$15,817.48	
	Prepared based on Participating Costs as shown on Federal Billing as of 12/3/81					
	AMOUNT CARRIED FORWARD					

```
                                                                            DECEMBER 1981     PAGE 5[illegible]
TOTAL TO DATE JOB COST SUMMARY
                                                                                 FISCAL        GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX    FUNCTION  GR  CURRENT MONTH     YEAR TO DATE      TO DATE
                                                                                                           STATE
 JORDAN CRK DANNER BR      CONT NO   * FA PROJ NOS SOS 300002 100
                              223   1979    296    00 N 9   1,047.85CR      1,047.85CR       13,047.85CR
                              223   1979    298    00 N 9   1,047.85        1,047.85         13,047.85
                              223   1979    901    00 P 1                                     3,381.55
                              223   1979    901    00 N 1      14.14           14.14             14.14
                              223   1979    905    00 P 1                                     1,691.88
                              223   1979    906    00 P 1                                       372.75
                              223   1979    914    00 P 1                                       131.39
                              223   1979    918    00 P 1                                     2,138.60
                              223   1979    920    00 P 1                                       115.73
                              223   1979    921    00 P 1                     226.22          1,046.20
                              223   1979    922    00 P 1                                        26.32
                              223   1979    923    00 P 1                                       259.82
                              223   1979    926    00 P 1                       3.22          2,066.26
                              223   1979    927    00 P 1                                     4,597.98
                                            TOT    P1                         228.44         15,817.48
                                            TOT    N1          14.14           14.14             14.14
                                         ** JOB TOTALS **      14.14  **      242.58  **     15,831.62  **
                                                                                                           STATE
 MALHEUR CO PAVE MARK NO 2  CONT NO    FA PROJ NOS PMS 00S095 100                                14.07CR
                              223   1984    296    00 N 9                                        14.07
                              223   1984    298    00 N 9                                        14.07
                              223   1984    920    00 P 1                                        14.07
                                            TOT    P1                                            14.07  **
                                         ** JOB TOTALS **             **              **
                                                                                                           STATE
 CHEMAWA RD-CLAXTER RD BIKEWAY CONT NO  * FA PROJ NOS M   685001 100                            10.97CR
                              224   1910    296    00 N 9                                        10.97
                              224   1910    298    00 N 9                                         3.26
                              224   1910    913    00 P 1                                         9.52
                              224   1910    922    00 P 1                                        12.78
                                            TOT    P1                                            12.78  **
                                         ** JOB TOTALS **             **              **
                                                                                                           STATE
 SPTC XING @ QUINBY RD-SALEM  CONT NO   FA PROJ NOS RRP 00S020 100                 167.05CR     492.47CR
                              224   1948    296    00 N 9                          167.05       492.47
                              224   1948    298    00 N 9                                        55.20
                              224   1948    905    00 P 1                           12.32        12.32
                              224   1948    912    00 P 1                                       479.67
                              224   1948    914    00 P 1                           12.32       547.19
                                            TOT    P1                               12.32  **   547.19  **
                                         ** JOB TOTALS **             **
                                                                                                           STATE
 WINDSOR IS RD-N RIVER RD     CONT NO   FA PROJ NOS M   830002 100                    .21CR   20,048.28CR
                              224   1956    296    00 N 9
```

9317 L

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: Larry Rulien, Executive Assistant
to State Highway Engineer

DATE: November 17, 1981

FROM: Don Harwell Don Harwell
County/City Coordinator

SUBJECT: Jordan Creek (Danner) Bridge
HBR, Off-System Project
Contract No. 9317
Malheur County

Looks like we may have done something if we had the plans and specs more carefully reviewed by Region and Malheur County; however, hindsight is much keener than foresight.

It appears, in this instance, the specifications covered the steel truss--not the decking and stringers. Communication also was a big factor--or should I say lack of.

This does not appear to be an administrative error--future specs and plans could be handled more carefully with full review prior to contract by both Region and Local Government; however, this most likely could and would delay the project.

We, all collectively, will work closer on projects in the future to attempt to circumvent this sort of problem.

DNH:pf
Attachment

RECEIVED
STATE HWY ENGR
NOV 17 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9317 L.

STATE OF OREGON

INTEROFFICE MEMO

NOTED

RECEIVED
STATE HWY ENGR
OCT 27 '81
REFER TO Hammel
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: Memo to the Files

DATE: October 26, 1981

FROM: Roger C. Lang
Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Jordan Creek (Danner) Bridge
HBR, Off System Project
Contract No. 9317
Malheur County

couldn't we have done something if we had tried?
R

JH 10-28

On October 20, 1981 Malheur County contacted me concerning salvage of the Jordan Creek (Danner) Bridge as the contractor had informed the County the stringers and decking material belonged to the contractor and not the County. In reviewing the contract specifications, I found this to be true as only the steel truss was addressed in the specs. I contacted P. F. Burnett's office concerning this matter to confirm if the contractor considered the stringers and decking to be his property.

On October 21, 1981 it was confirmed that the contractor truly believed the stringers and decking was his property. Also, the Malheur County Court reaffirmed their position as they had requested the "structure", not just the truss, be salvaged and placed on the existing road north of Jordan Creek in conformance with the approved plans dated 4/29/81 and confirmed in my letter of May 1, 1981.

On October 22, 1981 I was informed by the Local Government Unit there was nothing we could do even though it was our (Highway Division) error. I advised the Local Government Unit I could not agree with this position and informed them I would contact the Federal Highway Administration in an effort to regain what we wanted in the specs to begin with!

In discussing the matter with Dave Carter, FHWA Area Engineer, it was brought out that an "Administrative Error" had occurred during the design phase of the project and that FHWA would participate in a rectifying action if:

1 - We could document that the contractor had adjusted the Bridge Removal item to reflect a credit for retaining the decking and stringers.

2 - That we could document that the County had requested salvage of the structure and not just the "steel truss".

Justification of item No. 1 is being obtained by P. F. Burnett and will be included in the Price Agreement data. Item No. 2 is documented by my letter of May 1, 1981 and the "Approved As Noted" preliminary plans dated 4/29/81.

This memo is not intended to fix blame of an error but merely to identify a problem and solve it in a manner that does not cost the Local Government any additional monies for something they wished to retain in the first place.

By copy of this memo I am asking all parties to take whatever steps are necessary to ensure the prompt approval of the Price Agreement when submitted by P. F. Burnett.

RCL/vt
cc: Judge Seuell
Dave Carter, FHWA
bc: H. S. Coulter)
C. T. Keasey)
W. J. Hart)
D. E. Swan)
Don Harwell)
Jack Sullivan)
P. F. Burnett)

bc: I strongly recommend the specifications be made available for review before the printing deadline so we may avoid this type of problem in the future.

9317

June 30, 1981

ACC

The Honorable E. M. Seuell
Malheur County Court Judge
Courthouse
251 B Street W.
Vale, Oregon 97918

Dear Judge Seuell:

On June 25, 1981 we received a satisfactory bid from Douglas S. Coats, Inc., P.O. Box 311, Bend, Oregon 97701 for Jordan Creek (Danner) Bridge Section in Malheur County. We anticipated the financial sharing of project costs to be:

Contractor's Bid		$151,730.00	
Anticipated Additional Items:			
Idaho Power Company	$1,000.00		
Roadside Seeding & Mulching	500.00	$ 1,500.00	
SUBTOTAL		$153,230.00	
4 1/2% Contingencies		6,895.35	
9% Engineering		13,790.70	
Estimated Construction Costs		$173,916.05	
County Share of Const. Costs (20% of $173,916.05) =			$34,783.21
Estimated P.E. Costs		$ 15,000.00	
County Share of PE Costs (14% of $15,000.00)=		2,100.00	

TOTAL COUNTY SHARE $34,783.21 + $2,100.00 = $36,883.21

We will award the contract when we receive your advance deposit of $36,900.00, which should arrive no later than July 17, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 918: Roger Lang, Region 5 Federal Aid Engineer
Vern Skoog - Please return completed AD # 918 when advance deposit is received.

Section 9317 Jordan Creek (Danner) Bridge Programming Estimate $ ______
Highway County R[illegible]d 995 Proje[illegible]Length --
County Malheur Completion Time 150 CD
Kind of Work Structure Est. Comp. Date Dec. 23, '81
Prefix 223 - 1979 Letting Date June 25, '81 Project No. BROS-2300(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 195,723 ^{00}

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching	500	$ 500 ^{00}
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering)		
Bikeway Signs		

Adjust Utilities:

______ . . . . ______
______ . . . . ______
______ . . . . ______
______ . . . . ______
______ . . . . ______

Subtotal $ 196,223 ^{00}

Contingencies (4-1/2%) . . . . 8,830 ^{04}

Engineering (~~8~~, [✓ 9], ~~10~~%) . . . . 17,660 ^{07}

~~Subtotal~~ $

Credit for ______ . . . . ______

Estimated Net Authorization, Construction . . . . $ 222,713 ^{11}

APPROVED

COUNTY SHARE 20% CONSTR. = 44,542.62
COUNTY SHARE EST. PE 2100
EST. COUNTY SHARE $46642.62

______
Road Design Engineer

cc Roger Lang
5-14-81

Rev. 3/81

OREGON STATE HIGHWAY DIVISION

~~S ARY BID SCHEDULE~~-COST ESTIMA

Sheet 1 of 1

Date May 4, '81

Section Jordan Creek (Dannet) Bridge

County MALHEUR

Kind Of Work Structure

Length ~

Name Bricher

o	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(10%)	18,000-
	Temporary Protection and Direction of Traffic		All	All	-	760-
	Temporary Signs		Sq. Ft.	63	6-	378-
	Temporary Barricades		Each	6	125-	750-
	STRUCTURE					
	Bridge Removal Work		All	All	-	15,000-
	Shoring, Cribbing, Etc.		All	All	-	5,000
	Structure Excavation		Cu. Yd.	235	15-	3,525
	Structural Concrete, Class 3300 (135 C.Y. @ $350)		All	All	-	47,250-
	4' x 85'/90' Prestressed Box Beams		Each	7	10,800-	75,600-
	Reinforcement (19,000 lbs. @ 0^{54})		All	All	-	10,260-
	Metal Rail with Tubing		Lin Ft.	188	50-	9,400-
	Guard Rail in Stockpile		All	All	-	8,000-
	Loose Riprap, Class 50		Cu. Yd.	90	20-	1,800-

9317

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-3-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2300(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division - Salem, OR

4. PROGRAM NO.
5. ITEM NO. 90080

6. TO
Mr. H. S. Coulter,
State Highway Engineer
Oregon State Highway Division
Salem, OR

7. DATE AUTHORIZATION EFFECTIVE 6-3-81
8. FEDERAL ROUTE NUMBER Non Federal-aid
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Jordan Creek (Danner) Bridge Section

11. GENERAL DESCRIPTION OF WORK
One structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letters of 5-14-81 and 6-1-81, you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $225,000 Federal funds $180,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 5-28-81 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
JUN 10 '81
REFER TO [illegible]
FOR
Info Inv R/D D/R Sgn Act File

Orig to:
6/10/81

14. DATE 6-3-81
15. SIGNATURE OF APPROVING OFFICIAL G K Hissner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7317

Malheur Co.

ENVIRONMENTAL REVIEW CHECKLIST

June 25, 1981 Bid Letting ________ All Clear Deadline

ALL CLEAR 5/27/81
Donald L Rout

Town

SECTION Jordan Cr. (Danner) Bridge
Highway County Road #495
County Malheur Region 5
Type of Work G-P-Str. Funds HBR (OS) SOS
State ____ Consultant ____ Plans Avail. ___Yes ___No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☐	☒	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☐	☒	☐	☐	☒
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☒	☐	☐	☒

Noise Study: statewide ✓

9317

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 14, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90080
Project No. BROS-2300(3)
Jordan Creek (Danner) Bridge Sec.
Malheur County

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 25, 1981.

CL:bkc
Attachments

cc: W.E. Schwartz (Region 5)
H. Reynoldson
General Files

Form 734-3122

Budget Bureau No. 41-R2

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. May 14, 1981

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., 0.2 mi. N. of Danner 65	ADT	PRESENT DHV 20 80	FUTURE ----- (66) (70)	YEAR --- (71) (72)
	REGION 10	STATE NAME Oregon				

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) BROS- 14 23	NUMBER 2300 7

CARD 4	CLASS OF FEDERAL FUNDS Bridge Replacement Off System	COUNTY NAME Malheur
	NAME OF URBAN AREA ---- 17-31	ROUTE NO. N · FEDERAL-AID Non (32) · STATE Co. Rd. (36) (37) · U.S. --

									ESTIMATED PROJECT COST BY PHASES			
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) X081		"Jordan Creek (Danner) Bridge Section"	0.2	225,000	180,000	-----	45,000 (
CARD 1	CODE 1	PREPARED BY C.L.					PROJECT TOTALS	0.2	225,000	180,000	-----	45,000 (
1	14	PROGRAM APPROVAL DATES 10-13-78							(16) (23)	(24) (33)		

REMARKS
Additional Data: see item N
SOS-2300(2

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

May 14, 1981

OCATION (45 typewriter spaces) , 0.2 mi. N. of Danner	ADT	PRESENT DHV 20 80	FUTURE -----	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 117

ITEM NO. 90080

35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BROS-	NUMBER 2300	SEQ. NO. (3)	T. Projects Only POST MI.	DESIG.

Bridge Replacement Off System

COUNTY NAME Malheur

CODE 045

ROUTE NO. N

FEDERAL-AID Non

STATE Co. Rd.

U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

E	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
ST		"Jordan Creek (Danner) Bridge Section"	0.2	225,000	180,000	-----	45,000 (Co.)	
	C.L.	PROJECT TOTALS	0.2	225,000	180,000	-----	45,000 (Co.)	

DATES 10-13-78

REMARKS
Additional Data: see item No. 90080; Project No. SOS-2300(2).

over-

JORDAN CREEK (DANNER) BRIDGE SECTION
PROJECT NO. BROS-2300(3)

Project Data: Work consists of removal of existing structure and construct on revised alignment an 87-foot prestressed reinforced concrete bridge 28 feet in width, place riprap, pave approach roadways and furnish guardrail in stockpile. County forces will grade and drain approach roadways and install guardrail.

Note: 1) This project is in Congressional District No. 2.
2) This structure is included in the approved bridge replacement inventory list with a sufficiency rating of 16.8.

9317

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. E. Swan
Operation Programming Engineer

DATE: May 1, 1981

ATTN: Ken Husby

SUBJECT: Jordan Creek (Danner) Bridge Section
Danner Road
Malheur County

Enclosed is copy of preliminary plans for the Jordan Creek (Danner) Bridge Section which have been approved "AS NOTED" by the Malheur County Court.

Please note the following requests by the Court:

1 - Bridge removal work.
Structure is to be removed by the contractor and placed on the existing county road north of Jordan Creek (as shown on sheet 2) so they may salvage the structure.

2 - Eliminate Class "B" or "C" Asphaltic Concrete on structure deck.
The Court feels there is no need to pave this structure. Malheur County has submitted a "no salt" statement which is on file.

3 - Typical Section is revised to reflect surfacing depths that are more consistent with accepted standards.

Judge Seuell previously indicated temporary protection and direction of traffic should be included in the contract.

By copy of this letter I am asking final plans be drawn up for bid letting on June 25, 1981.

Roger C. Lang
Roger C. Lang
Region Federal Aid Engineer

RCL/dp
Enc.
cc: Judge Seuell
Ted Thompson w/enc.
Lyle Watson w/enc.
P. F. Burnett w/enc.

REFERRED TO
____ Beard ____ Stoudenmeyer ____
____ Cole ____ 1 Mann AH
____ Eriksen ____ Watson ____
____ Hager ____ Dorn ____ Leu ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

Return to Co. City.
when plans are revised

Swan

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Summary
3	Plan & Profile
	Temporary Prot. & Dir Traffic

~~Not Incl.~~
Incl. in contr.

STATE OF O

DEPARTMENT OF TR

STATE HIGHWA

PLANS FOR PROPOSE

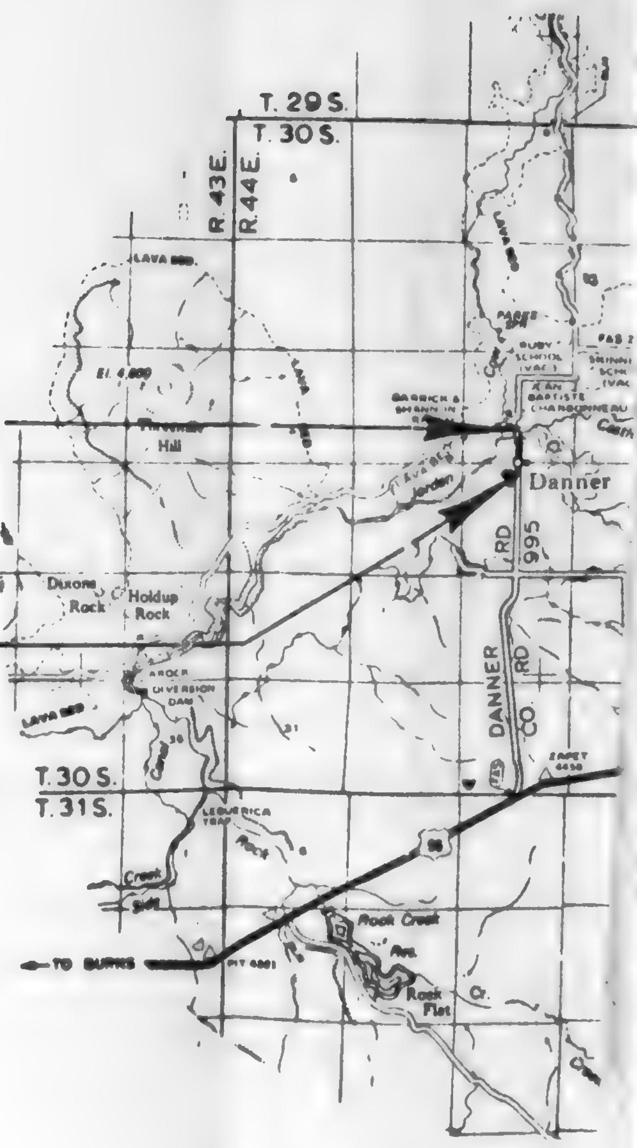
JORDAN CREEK (DANN

COUNTY ROAD (DA

MALHEUR CO

END OF PROJECT
Sta. 52+00

BEGINNING OF PROJECT
Sta. 29+00


T. 29 S.
T. 30 S.
R. 43 E.
R. 44 E.
LAVA BED
Hall
Danner
RD 995
DANNER CO. RD
Dixons Rock
Holdup Rock
Jordan
T. 30 S.
T. 31 S.
Rock Creek
Rock Flat
TO BURNS
95

Sketch M
Scale 0 1

JORDAN CREEK (DANNER) BRIDGE SEC. COUNTY ROAD (DANNER RD.) MALHEUR COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

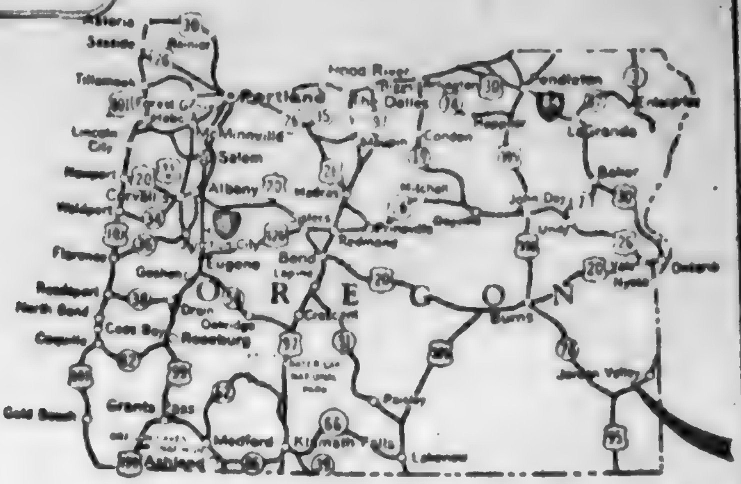
S FOR PROPOSED PROJECT

PRELIMINARY COPY
APR 2 4 1981
SUBJECT TO CHANGE
FINAL DESIGN UNIT

K (DANNER) BRIDGE SEC.

Y ROAD (DANNER RD.)

MALHEUR COUNTY


Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Pendleton
McMinnville
Salem
Lincoln City
Newport
Corvallis
Albany
Madras
Condon
La Grande
Baker
Waldport
Florence
Reedsport
North Bend
Coquille
Coos Bay
Eugene
Bend
Redmond
Prineville
John Day
Ontario
Nyssa
Roseburg
Burns
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Jordan Valley
OREGON

AS NOTED

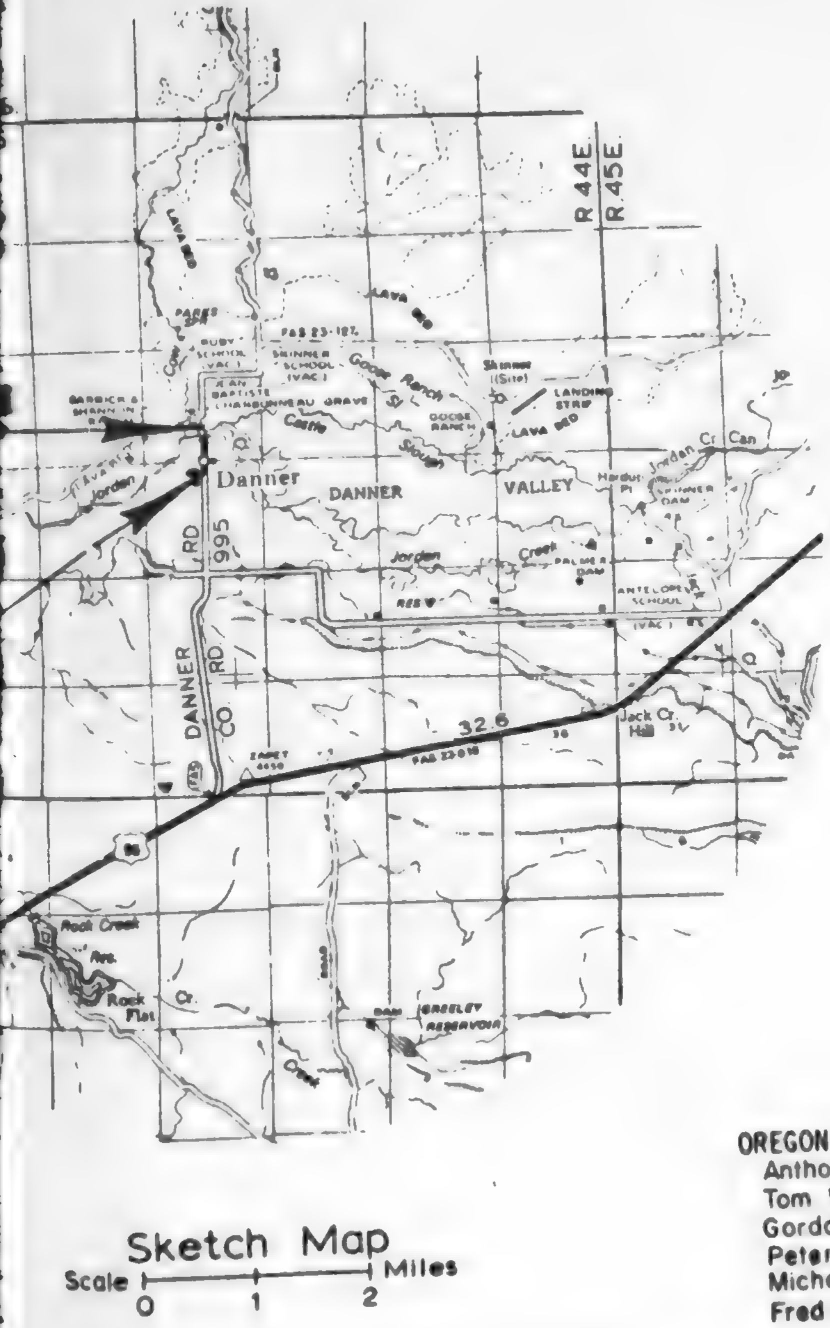
APPROVED April 29 1981

COUNTY COURT OF Malheur COUNTY

BY ______ COUNTY JUDGE

W. C. Hammack
COUNTY COMMISSIONER

COUNTY COMMISSIONER


R.44E
R.45E
Danner
DANNER
VALLEY
DANNER CO. RD. 995
Jordan
Creek
Goose Ranch
Lava Bed
Skinner (Site)
Landing Strip
Skinner Dam
Palmer Dam
Antelope School (Vac.)
Jordan Cr.
Can.
TO JORDAN VALLEY
32.6
Jack Cr. Hill
95
Rock Creek
Rock Flat
Cr.
Greeley Reservoir
Dam
N
Scale
0
1
2
Miles

Sketch Map

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

H. S. Coulter	STATE HIGHWAY ENGINEER
E. S. Hunter	ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

______ FIELD OPERATIONS ENGINEER ______ DATE

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310
9317

Highway# 2023

4-29-81

Prefix 223-1979

Attention: Right-of-Way Section

Subject: Federal Aid Project No. 505-2300(2)
Project Name Jordan Creek (Danner) Bridge
Danner County Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at [illegible], Oregon, this [illegible] day of [illegible], 1981

County of ____________

E. M. Sewell
County Judge/Chairman

[illegible]
Commissioner

Louis J. Wettstein
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date May 4, 1981

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

9317

County #495

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the Files

DATE: April 21, 1981

FROM: Roger C. Lang
Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Temporary Protection and Direction of Traffic
Jordan Creek (Danner) Bridge Section
HBR Project
Malheur County

Discussed, by telephone, the need and requirements of Temporary Protection and Direction of Traffic on the above subject project with Judge Seuell this A.M.

Judge Seuell elected to have this item included as a contract item because of logistic problems and potential liabilities during the bridge construction.

By copy of this letter, I am asking the Design Section to include Temporary Protection and Direction of Traffic as a bid item under the contract.

REFERRED TO
2 Beard WGPB Staudenmeyer
Cole 1 Mara AH
Eriksen 3 Watson PL
Hager Dorn
[✓ Return] Discuss Do File Copy
BY FINAL DESIGN ENGINEER

Al,
Pete
Have Pick get together
with Beard on this
item

RCL/vt
cc: D. E. Swan
Lyle Watson
P. F. Burnett

Versteeg
Anderson
1 Christensen ITEM
Olson
Bill Sub copy Ob
2 Sullivan JWS
Terpin
Trout
Wakerlig

RECEIVED
APR 24 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

9317

L

April 17, 1981

Malheur County Court
Courthouse
Vale, OR 97918

AGR 4

Attention: Robert Morcom
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6482

Gentlemen:

Attached for your records is a fully executed copy of an agreement for replacement of the Jordan Creek (Danner Road) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

9317

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to Files

DATE: April 3, 1981

SUBJECT: Jordan Creek (Danner) Br. Section
H B R Project
Malheur County

Discussed with Judge Seuell, by telephone, the need for Asphaltic Concrete wearing surface on the prestressed concrete deck members as shown on advance plans dated May 8, 1980.

Judge Seuell would like to have this item included in the contract as their present plans are not to include any monies for purchase of A. C. in next year's budget and they lack the proper equipment to place the A. C. wearing surface properly. However, Judge Seuell indicated they have identified a budgeted amount of $60,000 for match money which should be very adequate for the increased cost under the contract.

Also, Judge Seuell confirmed the County will install the guardrail furnished under the contract. It is felt these materials should be delivered and stored at the bridge site in order to avoid handling the material twice.

Roger C. Lang
Roger C. Lang
Region Federal Aid Engineer

RCL/dp
cc: Judge Seuell
Lyle Watson
Len Wallace
P. F. Burnett

REFERRED TO
Beard Stoudenmeyer
Cole [✓ Mann] ALH
Eriksen Wa
Hager Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Verstoeg
Anderson
[✓ Christensen] NEM
Olson
Sullivan
Terpin
Trou
Wakerlig

RECEIVED
APR 06 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

Contains Recycled Materials

9317

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

March 2, 1981

The Hon. E. M. Seuell
Malheur County Court
Courthouse, 251 B Street W
Vale, Oregon 97918

Dear Judge Seuell:

Re: Misc. Contracts and Agreements No. 6982, Jordan Creek (Danner) Bridge, Construction/Finance Agreement, Highway Bridge Replacement Project

Enclosed are four copies of Agreement No. 6982 which have been revised to show the proper funding source for construction of the Jordan Creek (Danner) Bridge. Please destroy or mark void the agreement executed on February 13, 1979 under "SAFER OFF SYSTEM ROADS PROJECT".

Please examine the enclosed agreement carefully and if found to be acceptable, present them to the County Court for signature.

After the agreements have been signed, return the three blue bound copies to me for further processing, retaining the unbound copy for your interim records.

As you will recall, preliminary engineering and design of the bridge have been accomplished. We should require only a minimal amount of time to place the project on our letting schedule. I suggest you pursue any right of way aspects that you may not have accomplished.

Do not hesitate to call me if you have any questions.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Engineer

RCL/vt
Enc.
cc: Walt Hart
D. E. Swan
P. F. Burnett

Form 734-3123

9317

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

W. E. Schwartz
Region 5 Engineer

P. O. Box 850 ... ...La Grande, Oregon 97850 ... ...Telephone 963-3177

August 6, 1980

The Honorable E. M. Seuell
County Judge
County Courthouse
Vale, Oregon 97918

Dear Judge Seuell:

Re: Jordan Creek (Danner) Bridge Section

In the process of project development for design of the Jordan Creek (Danner) Bridge, our Environmental Section has investigated and evaluated the potential impact on historic sites adjacent to the proposed road relocation. This evaluation is necessary because the road approaches to the relocated structure are considered to be a component of the project even though Federal Funding has been requested only for the structure.

The proposed design, approved by the Court, does not affect the Innskip Station or the Charbonneau Memorial and we can see no problem in complying with Section 106 of the National Historic Preservation Act. However, great care must be exercised during construction of the realigned roadway adjacent to the sites and any deviation must be carefully considered.

To this date I have not been able to identify any funding source for construction of the structure. Congress has not appropriated any funds for the Safer OFF System Program and the structure has not appeared on the Highway Bridge Replacement listing.

Please advise if I may be of further assistance.

Sincerely,

Roger C Lang

Roger C. Lang
Region 5 Federal Aid Engineer

RCL/dt

cc: Gary Potter
J. H. Versteeg
Jim Chidsey
Don Harwell

7317

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: W. E. Schwartz, Region 5 Engineer
Region 5

DATE: July 31, 1980

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Jordan Creek (Danner) Bridge
Malheur County

Staff personnel of the Environmental Section were asked to check two historic sites adjacent to the alignment of the Jordan Creek Bridge Project. Funding for the bridge replacement is under Safety Off Systems, but approaches will be constructed by the County with assistance from the local landowner.

Since the preliminary approaches are a vital component of bridge replacement, Federal law and regulations probably apply to both phases of the total project. Therefore, any work on the approaches and alignment that affects the historic properties will involve preparation of documents required by Section 106 of the National Historic Preservation Act. Any disturbance of the historic features or the enclosed areas around them will require compliance with this law. Under the circumstances, it would be advisable for Region staff to monitor the project and/or to advise county personnel of the importance of avoiding the historic sites.

As the project is now designed, neither historic property will be affected. The Charbonneau Memorial is adjacent to the existing roadway, but proposed construction would move the alignment several feet to the west and away from this property. (See Attached Map).

The alignment will be removed from in front (south border) of the Innskip Station enclosure, relocating the roadway adjacent to the fence on the east side of the property. (See map).

Please advise this office if any changes in the project are proposed, or if we can be of further assistance.

GAP:MB:lb

cc: J. H. Versteeg w/attach

1 Versteeg ✓
copy
2
copy
Sullivan
3

RECEIVED
AUG 1 1980
ROAD DESIGN
SECTION

Contains
Recycled
Materials
81-125-1387

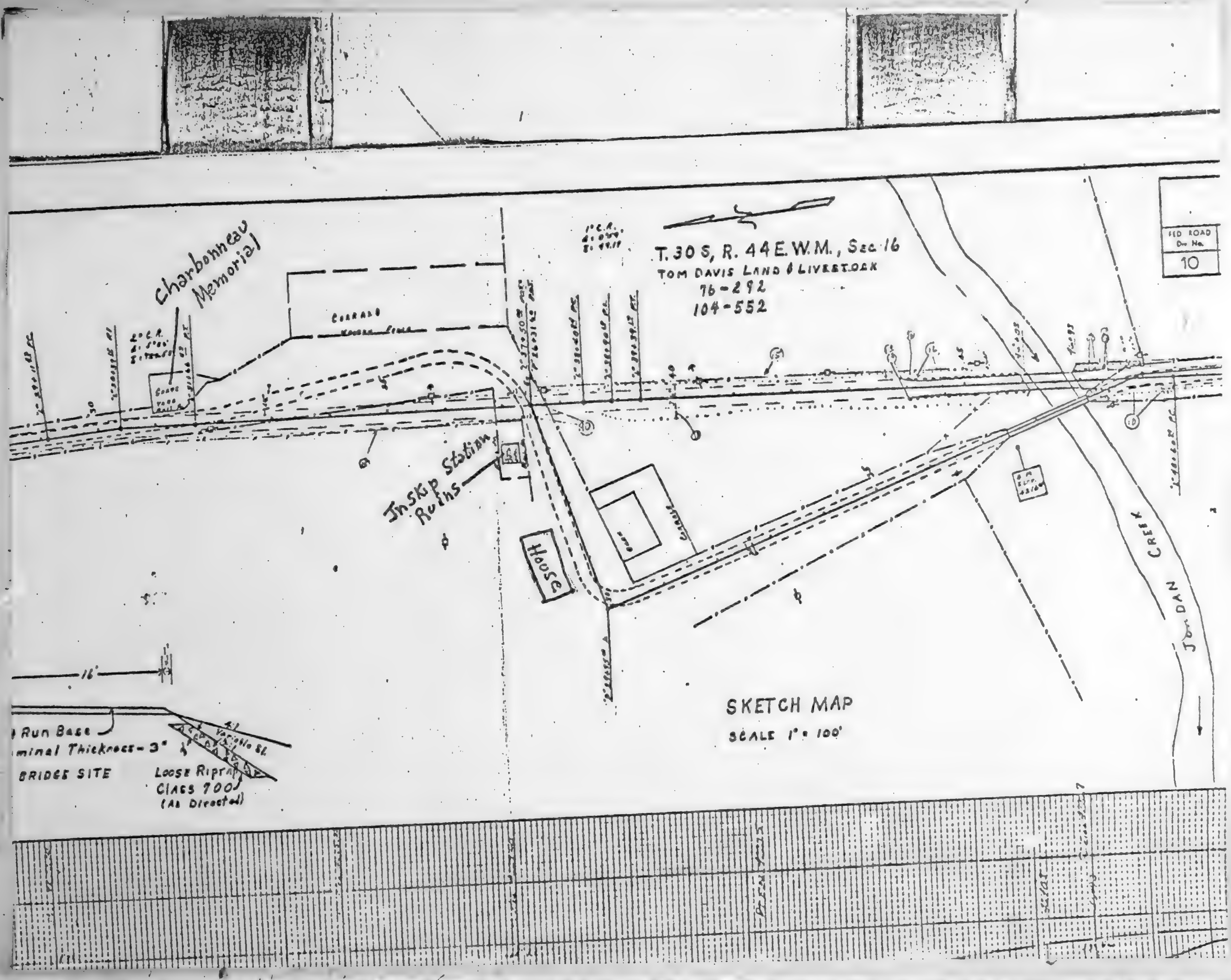
SP*75683-125

For your information we are including a brief description of these two historic features, which are listed in the National Register of Historic Places.

1. Jean Baptiste Charbonneau Memorial, fenced area containing five graves, one of which is Charbonneau the son of Sacajewea. A ceremonial flag pole, commemorative plaque and Oregon History Marker are also located within the enclosure, which is open to the public.

2. Innskip Station Ruins, a fenced area around the remaining stone walls of a fortified dwelling used as a way station and for shelter from Indian attack. Charbonneau died here at the age of 66, enroute to the Montana gold fields. Malheur County Historical Society has installed an historical marker identifying the ruins. Both of these sites have been deeded to the county.

Because very few sites associated with the Lewis and Clark Expedition and Sacajewea are still in existence, these historic features are highly significant in Oregon History and also at the national level. Charbonneau, who was a prominent pioneer in his own right, is most famous as the youngest member of the Expedition, making the trip in a cradleboard on his mother's back. Consequently, these historic sites, in spite of their remote location, have unusual importance and wide recognition by historians and the interested public.

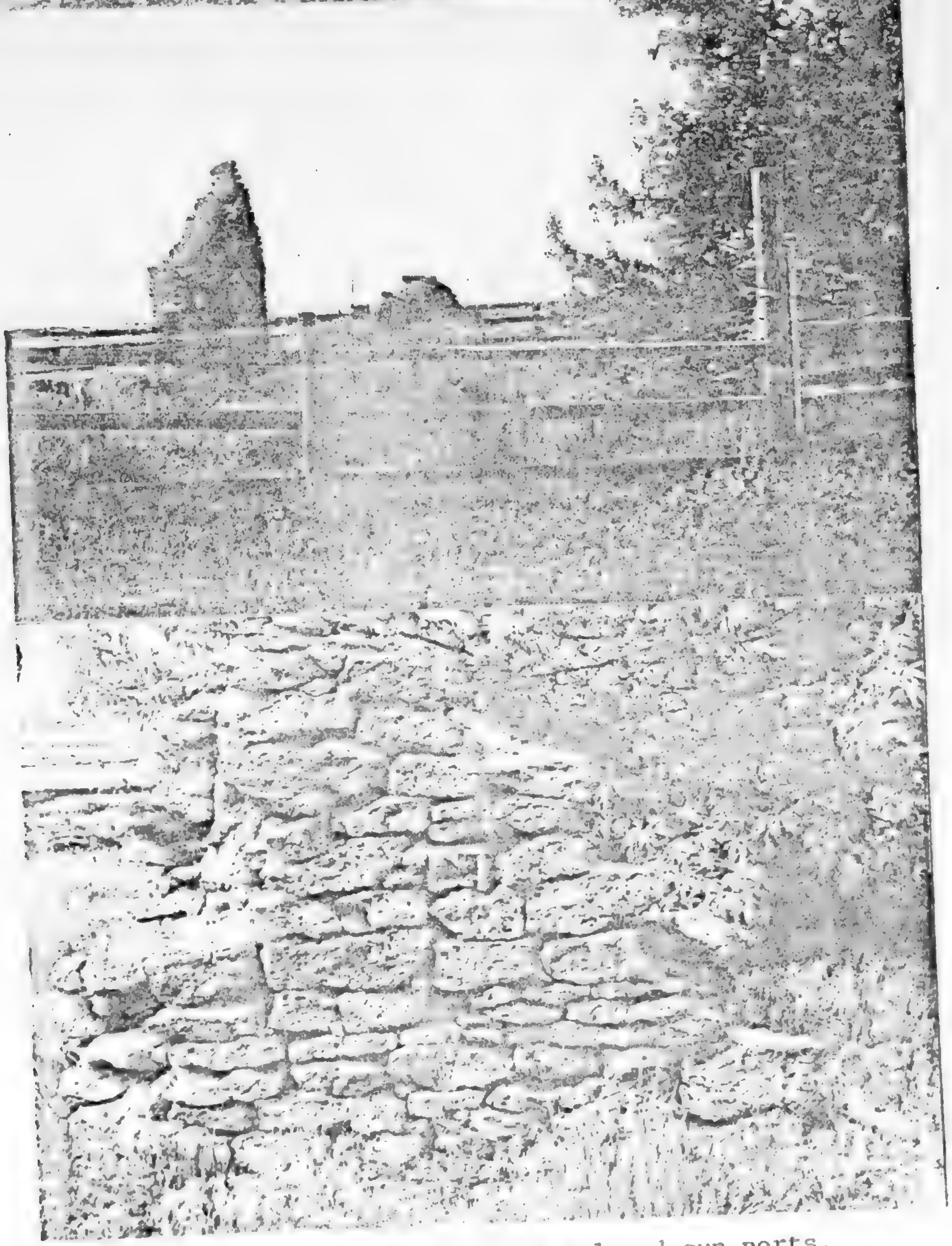

Charbonneau Memorial
T. 30 S, R. 44 E.W.M., Sec. 16
TOM DAVIS LAND & LIVESTOCK
76-292
104-552
FED ROAD Div. No.
10
CORRALS
Inskip Station Ruins
House
JORDAN CREEK
SKETCH MAP
SCALE 1" = 100'
16'
Run Base
minal Thickness - 3"
BRIDGE SITE
Loose Riprap
Class 700
(As Directed)
Variable SL

Existing roadway showing Charbonneau Memorial on the left, Jordan Creek (Danner) Bridge to the distant right and the Innskip Station Ruins barely visible to the right of the large telephone pole and clump of trees.

Existing roadway showing Memorial complex with flag pole and historical marker.

Charbonneau Memorial with his gravestone in the foreground and historical marker in the background.

Fenced area of Charbonneau Memorial showing proximity to existing roadway.



Detail of Innskip Ruins showing splayed gun ports.

9317 BU 6-51

STATE OF OREGON INTEROFFICE MEMO

F/ Jerry

TO: Mr. W. E. Schwartz
Region 5 Engineer

DATE: May 8, 1980

DES 23
Br. 1639

FROM: T. G. Thompson
Supervising Structural
Design Engineer

☒ RE ☐ RCE ☐ RME ☐ ROE
☒ REA ☐

MAY 09 1980
RECEIVED
REGION 5 OFFICE

~~withdrawn~~

SUBJECT:
Jordan Creek (Danner) Bridge
Jordan Cr. (Danner) Br. Section
Danner County Road No. 995
Malheur County
Bridge 16398

Enclosed are two reduced prints of drawings 35250 through 35254 which are the advance detail drawings for the subject structure. Also enclosed are plans for the existing structure.

Our present estimate of costs for the proposed contract is

Grading and Paving	$ - by County
Structure	187,000
Engineering and Contingencies	38,000
TOTAL	$ 225,000

We do not plan to call for bids on this section until funding is available.

Please make a field review and return one set of plans by June 10, 1980 with your comments and/or corrections noted thereon.

Hold for funding? Roger

GDA:dh
Enclosures

cc Virgil Maupin (Malheur Co. Roadmaster) /w/ 2 sets encls.
H. A. Schell /w/ 2 sets encls.
Specs Unit /w/ 1 set encls. plus estimate sheet (unchecked) and designer's notes.
Construction /w/ 1 set encls.
Utility Unit /w/ 1 set encls.
County-City Unit
Engineering /w/ 1 set encls.
~~J. A. Schlieski~~ /w/ 1 set encls.
Burnett

To Thompson
No comment at this time - Should take another look when we get ready to build the bridge -
R. H.

Contains Recycled Materials

9317

TO: T. G. Thompson
Supervising Structural Design Engineer

May 5, 1980

FROM: Roger C. Lang
Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Preliminary Plans
Jordan Cr. (Danner) Br. Sec.
Danner Rd., No. 995
Bridge No. 16398

Enclosed is a copy of Drawing Nos. 34700 and 34562, Preliminary Plan/Elevation and Vicinity Map, which have been approved by the Malheur County Court.

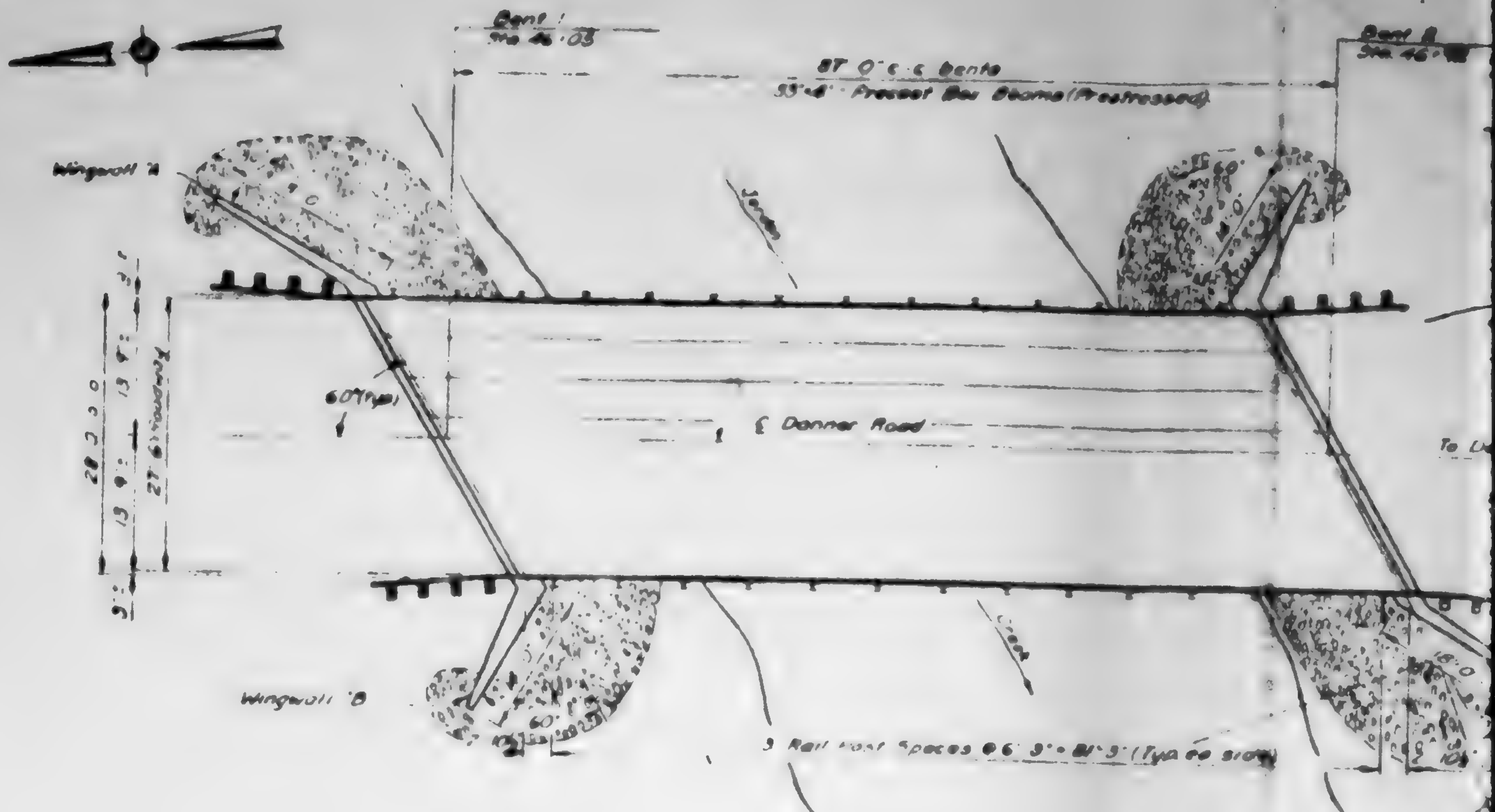
The Court requests final plans be developed for the structure and then shelve the project until either SOS or HBR Funding can be obtained.

RCL/dt
Enclosure

cc: The Hon. E. M. Seuell
D. E. Swan w/enclosure
P. F. Burnett w/enclosure

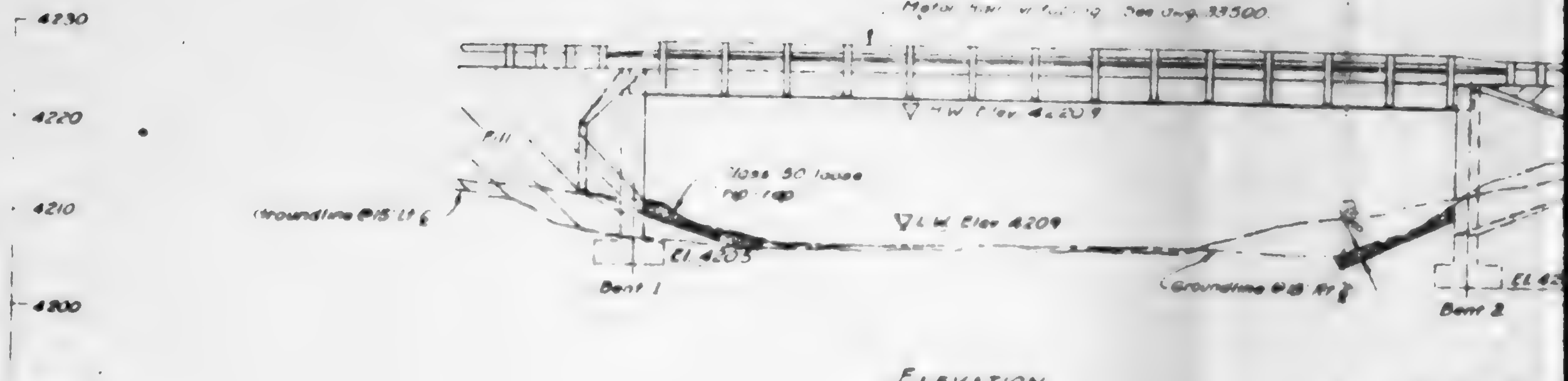
PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
[illegible] 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

Swan



Bent 1
Sta. 46+05
Bent 2
Sta. 46+
87'-0" c-c bents
33'-4" Precast Box Beams (Prestressed)
Wingwall 'A'
Wingwall 'B'
60° (Typ.)
℄ Danner Road
28'-0" o.c.
27'-0" Roadway
9"
3 Rail Post Spaces @ 6'-9" = 81'-9" (Typ. ea. side)
To

PLAN
Scale:



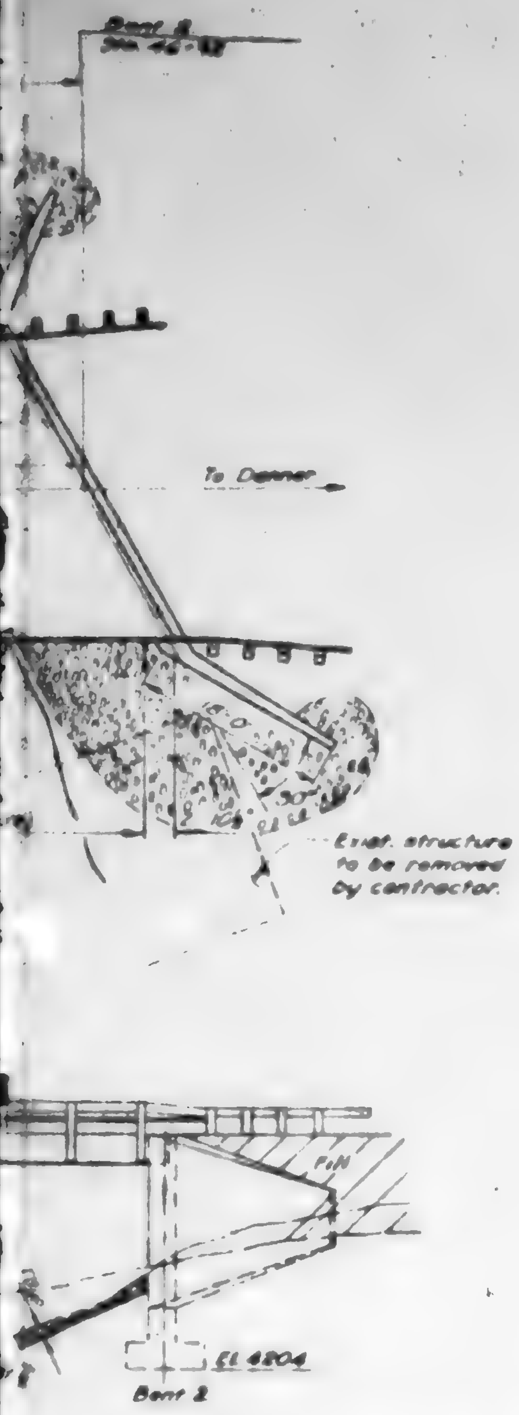
4230
4220
4210
4200
4190
Metal Rail Railing See Dwg. 33500
H.W. Elev. 4220.9
Fill
Loose 30 loose rip-rap
Groundline @ 15' Lt. ℄
L.W. Elev. 4209
El. 4203
Bent 1
Groundline @ 15' Rt. ℄
Bent 2
El. 42

ELEVATION
Scale: 1" = 10'0"

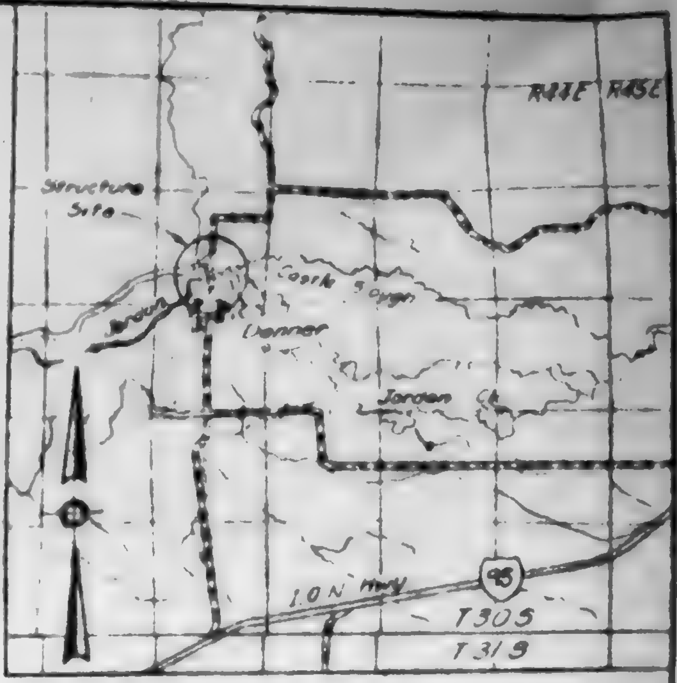
APP

COUNTY C

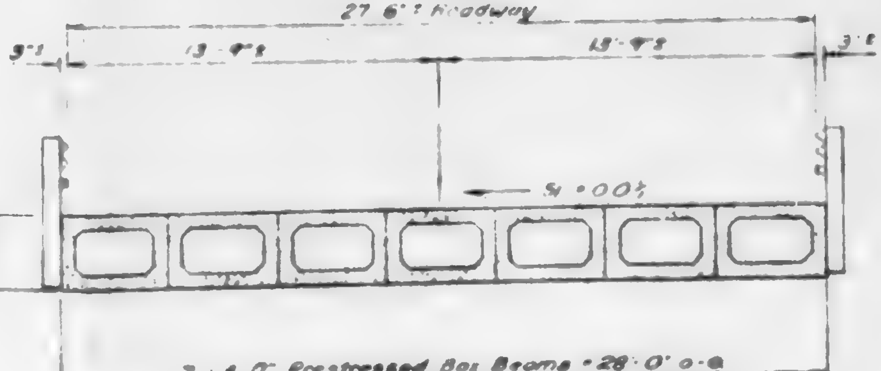
DATE 4-


Bent 3
Sta 46+..
To Danner
Exist. structure to be removed by contractor.
Fill
El 4204
Bent 2

Hydraulic Data		
	Design Flood	Max Flood Year (1964)
Discharge, cfs	8110	6390
Frequency, yrs	700	100
H.W. Elevation Natural Channel	4220.9	4218.5


R43E
R45E
Structure Site
Danner
Jordan Cr.
I.O.N. Hwy
95
T30S
T31S

Vicinity Map
No Scale


27'-6"± Roadway
3'±
13'-9"±
13'-9"±
3'±
S1 = 0.00%
7 - 4'-0" Prestressed Box Beams = 28'-0" o-o

Typical Section
Scale ⅛"=1'-0"

APPROVED BY
COUNTY OF Malheur

JUDGE OR CHAIRMAN

W. C. Hammack
COMMISSIONER

COMMISSIONER

DATE 4-30-80

APPROVED P.E. STRUCTURAL DESIGN ENGINEER P.E. TECHNICAL SERVICES ENGINEER	**OREGON DEPARTMENT OF TRANSPORTATION** STRUCTURAL DESIGN SECTION
DESIGNED : Abernathy DRAWN : wallen CHECKED REVIEWED REVIEWED CALC BOOK	JORDAN CREEK (DANNER) BRIDGE JORDAN CREEK (DANNER) BRIDGE SEC. DANNER Co RD No 995 ~ MALHEUR CO.
DATE / REVISION	PRELIMINARY PLAN & ELEVATION
	ACCOMPANIED BY DWGS.
	DATE BRIDGE NO. 16398
	SHEET 1 OF DRAWING NO 34700

9317

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer Attn. Roger Lang

DATE: April 21, 1980

TG Thompson

FROM: T. G. Thompson
Supervising Structural
Design Engineer

SUBJECT:
Jordan Creek (Danner) Bridge
Jordan Creek (Danner) Bridge Section
Danner County Road, No. 995
Malheur County
Bridge 16398

Enclosed are four reduced prints of drawings 34700 and 34562 which are the preliminary plan and elevation and vicinity map for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$By County
Structure	200,000
Engineering & Contingencies	40,000
TOTAL	$240,000

Please use these prints to obtain the approval of Malheur County and return one set of prints to this office with the appropriate approval stamped thereon.

GDA:dh

cc H. A. Schell /w/ 1 set encls. and Foundation Report
Engineering /w/ 1 set encls.
County-City Unit
Environment Sec. (M. Banks) /w/ 1 set encls.

9317 3-11-80

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs	8110	6390	8110
Discharge - m³/s			
Frequency - yrs.	700	100	700
H.W. Elevation Natural Channel ft.	4220.9	4219.5	
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.			
H.W. Elevation Channel Change m.			
Average Velocity - fps	7.4	6.7	
Average Velocity - mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: A 120-foot three span bridge with 1.5:1 end slopes was investigated. This sturcture requires a waterway opening of 1050 square feet below the design highwater of 4220.9 (MSL). Along the upstream embankments, the highwater elevation would be 4221.5 feet which includes 0.6 feet of backwater. It is suggested that the abutment slopes be protected with a one-foot blanket of class 50 loose riprap placed with a toe trench. Afilter blanket will not be required.

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

-ADDENDUM-
JORDAN CREEK BRIDGE
DANNER ROAD
MALHEUR COUNTY

COMPILED BY: GENE M. FINLEY

DATE: MARCH 4,1980

HAC

1317

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

October 29, 1979

Roger C. Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Jordan Cr. (Danner Rd.) Br. Sec.
Preliminary Engineering
Project SOS 2300(2)

TO: W. J. Hart
Bridge Engineer

SALEM

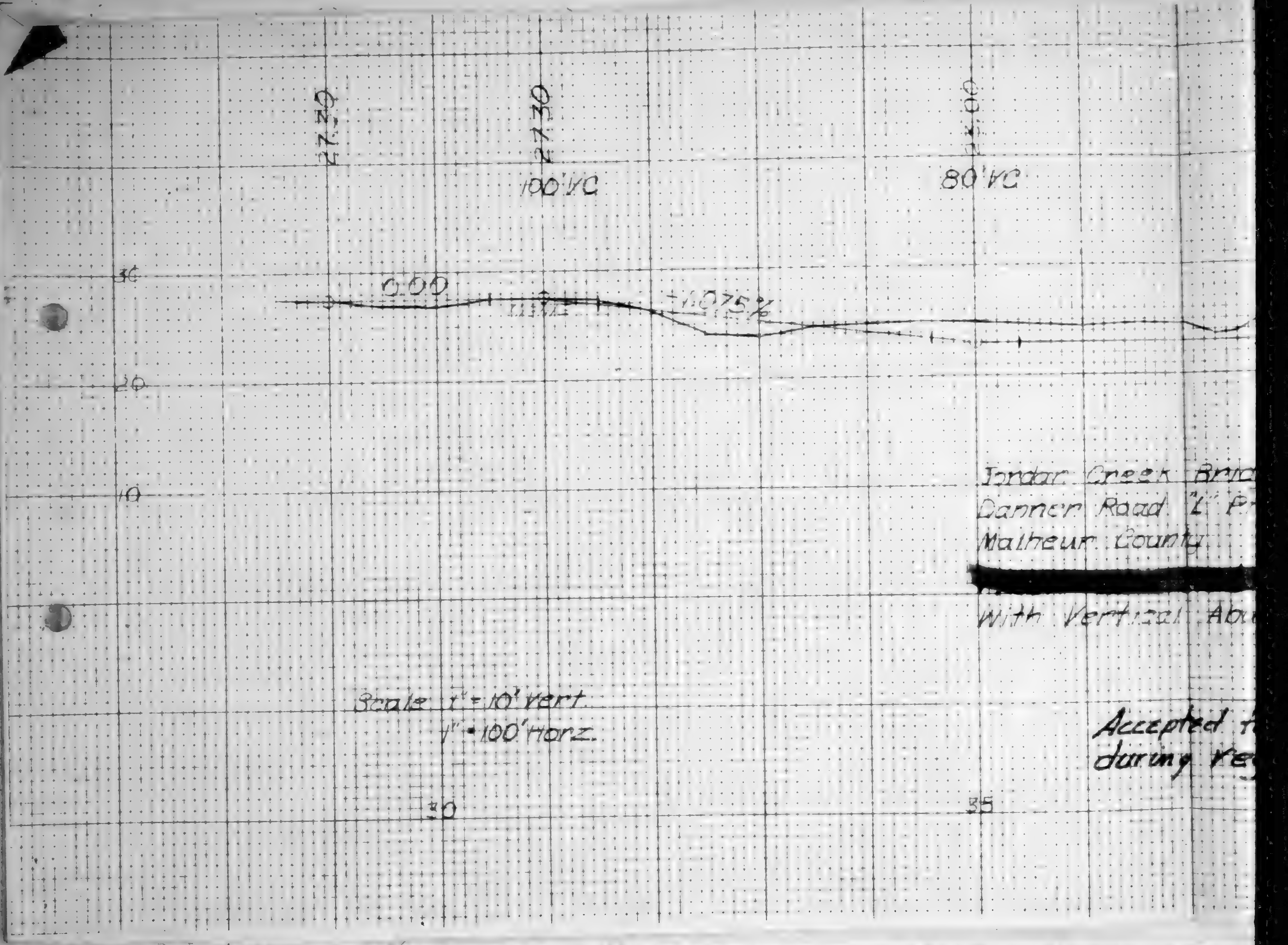
The Malheur County Court reviewed the options presented by Gene Finley, Hydraulics Specialist, in his letter of 10-18-79 and selected the recommendation of an 85 foot, prestressed slab structure for design.

By copy of this letter, I am asking all parties involved to proceed with preliminary engineering under the terms of Misc. Contract and Agreements No. 6856. Profile grade should be governed by the attached sketch.

The Court feels the identified cost of $260,000 ($109.24/sq. ft.) is not realistic and requests all cost saving measures be employed. Selection of this structure was made during regular session of the Court on 10-24-79.

RCL:vt
Enc.
cc: Judge Seuell
D. E. Swan
F. E. Terpin
Duane Christensen
Dick Lenz
P. F. Burnett
H. Gerlach

[illegible] BRANCH
4
FA LG.



27.30
27.30
100'VC
25.00
80'VC
0.00
+1.075%
30
20
10
30
35

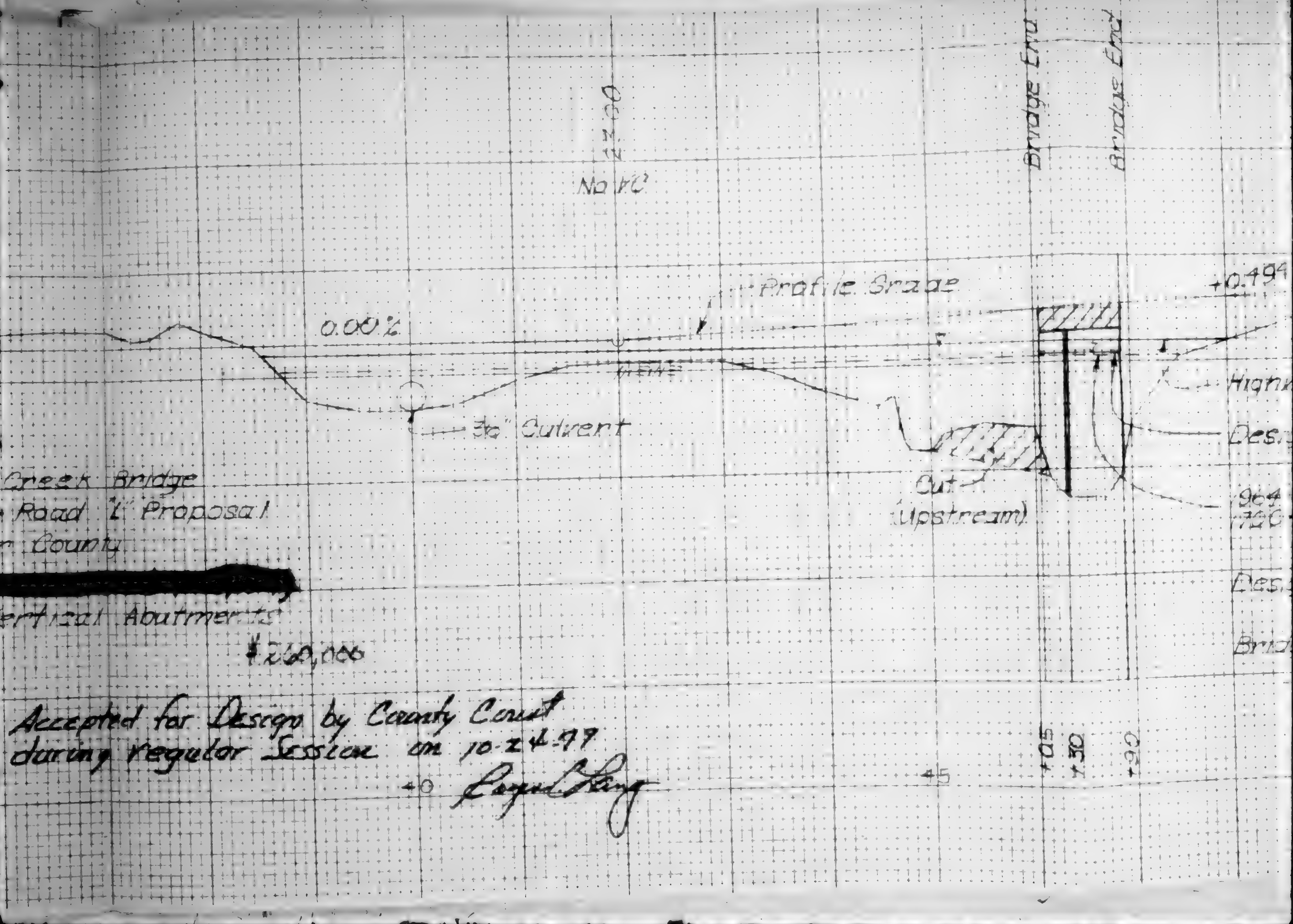
Jordan Creek Brid
Danner Road "L" P
Malheur County

[redacted]

With Vertical Abu

Scale 1" = 10' Vert
1" = 100' Horz.

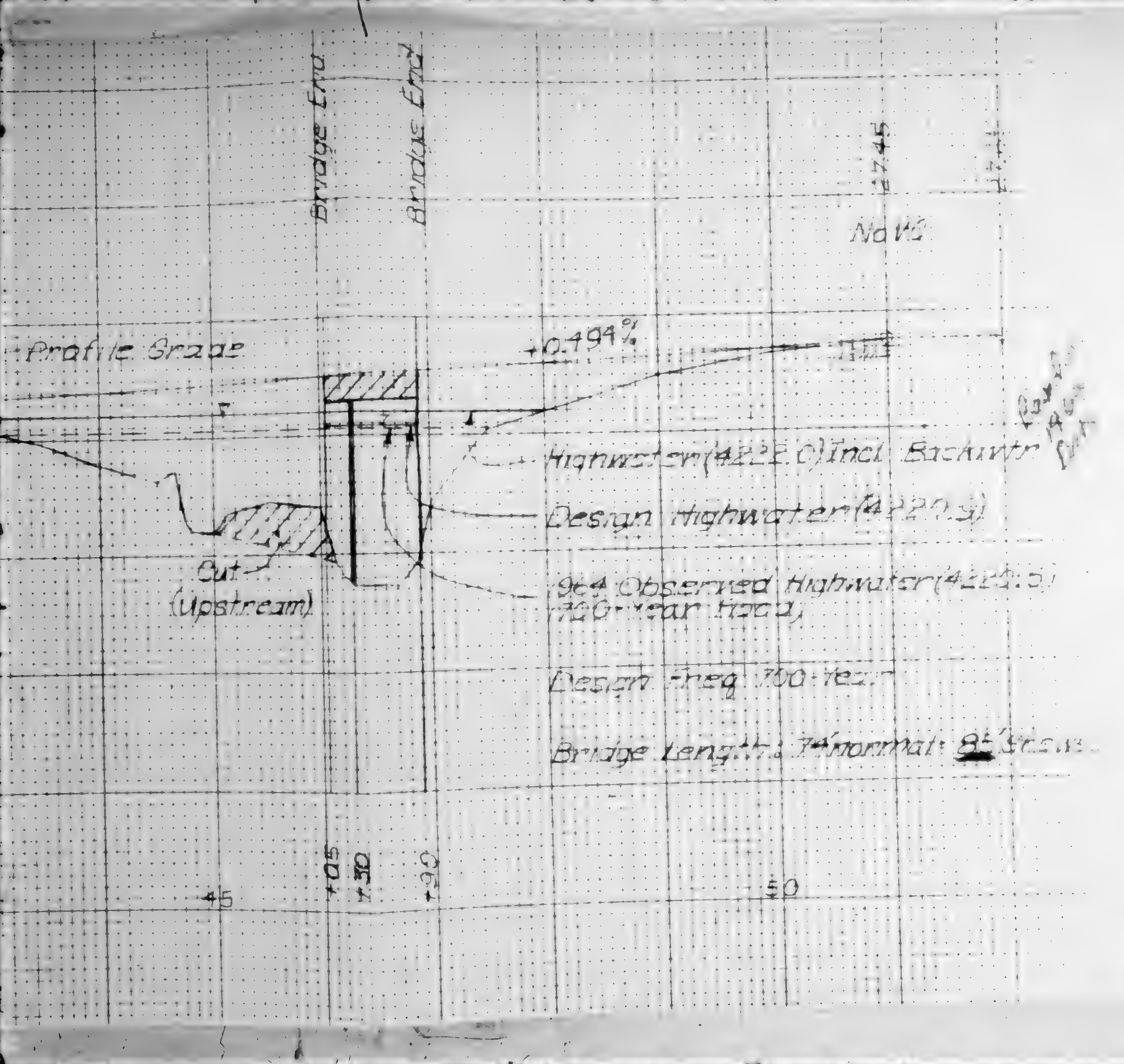
Accepted
during Re



22+00
No VC
Bridge End
Bridge End
Profile Grade
+0.494
0.00%
36" Culvert
Cut
(Upstream)
High
Des.
964
720
Des.
Brid
40
45
+05
+30
+90

Creek Bridge
Road "I" Proposal
County
[redacted]
Vertical Abutments
$260,000

Accepted for Design by County Court
during regular Session on 10-24-97


Bridge End
Bridge End
27+45
No W.
Profile Grade
+0.494%
Highwater(4222.0)Incl. Backwtr
Design Highwater(4220.5)
964 Observed Highwater(4221.5)
(100-Year Flood)
Design Freq. 100-Year
Bridge Length: 74' normal; 8° Skew
Cut
(Upstream)
45
+05
+30
+90
50

7317

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION - ODOT 378-6569
DEPT. TELEPHONE

TO: Roger C. Lang
Region Federal Aid Engineer

DATE: October 18, 1979

Gene M Finley

FROM: Gene M. Finley
Hydraulics Specialist

SUBJECT: Jordan Creek Bridge
Danner Road Malheur County

To assist the county court and local ranchers with their decision on an adequate bridge length, the following designs for three bridge lengths are provided. For each alternate there are two bridge designs; one an Integral Deck T and one a prestressed, precast slab. Beam depth on the Integral Deck T is 4-1/2 feet and the precast slab depth is 26 inches. It should be noted that the skewed bridge length will be the true bridge length. The true bridge length vs. highwater, design highwater (700-year), and 1964 observed highwater for the attached profiles are shown below.

True Bridge Length	Highwater Including Backwater	Design Highwater	1964 Observed Highwater
100'	4,221.7 ft.	4.221.0 ft.	4,220.5 ft.
85'	4,222.0 ft.	4,220.9 ft.	4,220.5 ft.
80'	4,222.4 ft.	4,220.5 ft.	4,220.5 ft.

A comparison between bridge types (Integral Deck T and Prestressed Slab) and their estimated costs follows.

Bridge Type	Bridge Skewed Length	Estimated Cost Bridge Only
Integral Deck T	100 feet	$ 328,000
Prestressed Slab	100 feet	$ 293,000
Integral Deck T	85 feet	$ 291,000
Prestressed Slab	85 feet	$ 260,000
Integral Deck T	80 feet	$ 278,000
Prestressed Slab	80 feet	$ 248,000

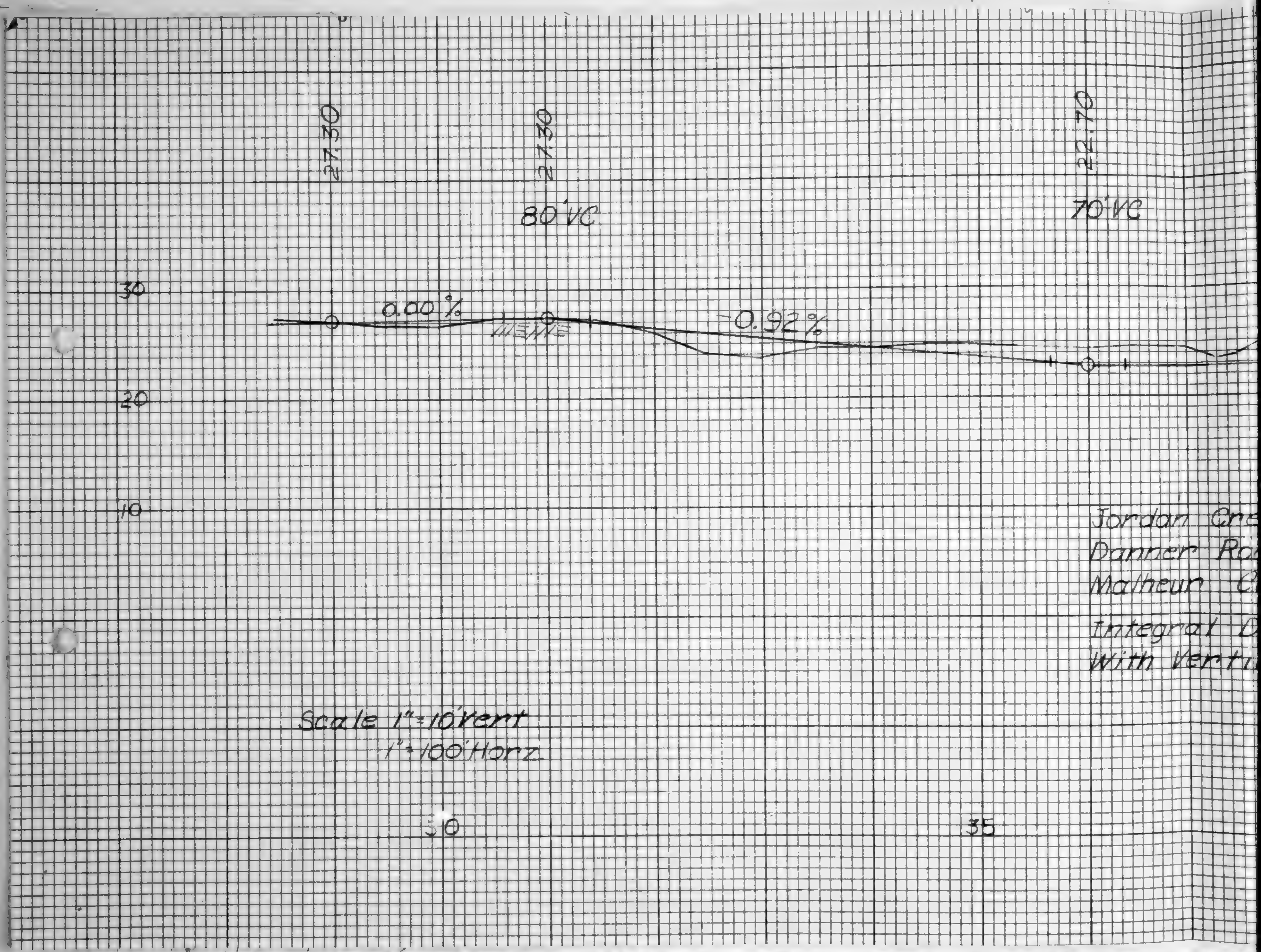
The profile grade in the sag was arbitrarily set one-foot above the calculated backwater for each of the three alternates. These proposed sags would act as a safety valve and allow roadway overflow for floods more extreme than the 1964 flood. These sag grades are also in keeping with the county's request to keep the fill heights at a minimum since the county forces are to construct the fills. The above cost estimates do not reflect the roadway embankment costs.

The vertical alignment complies with AASHTO requirements for a speed of 50 MPH.

GMF:ge

Attachment
cc: Frank Terpin w/att.
W. Hart "
✓H. Reynoldson "

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
OCT 19 1979
REFERRED TO ____________________
FOR ____________________
FILE: PM FA LG.


27.30
27.30
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80'VC
70'VC
30
20
10
0.00%
-0.92%
Jordan Cre
Danner Ro
Malheur C
Integral D
With Verti
Scale 1"=10'Vert
1"=100'Horz.
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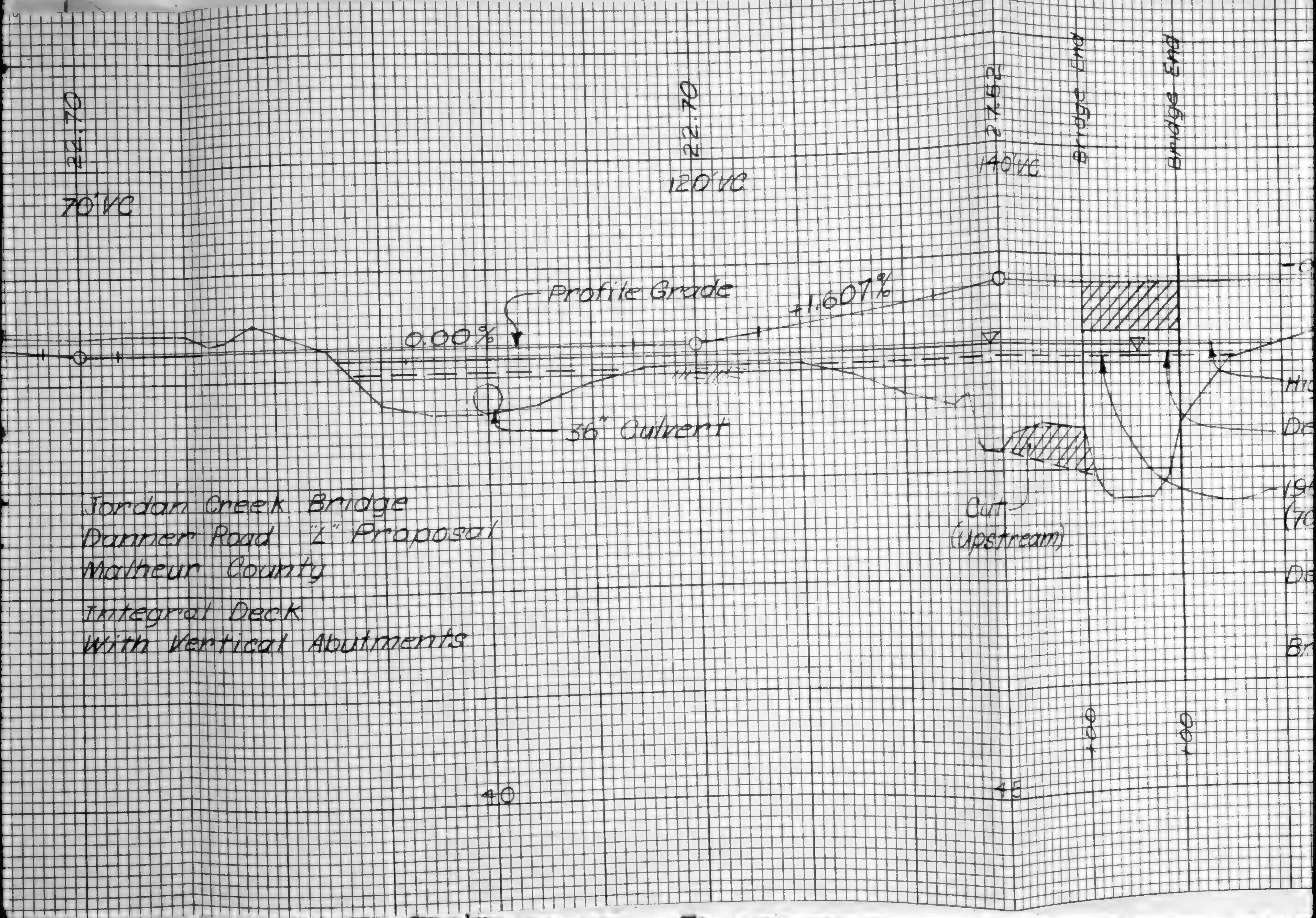
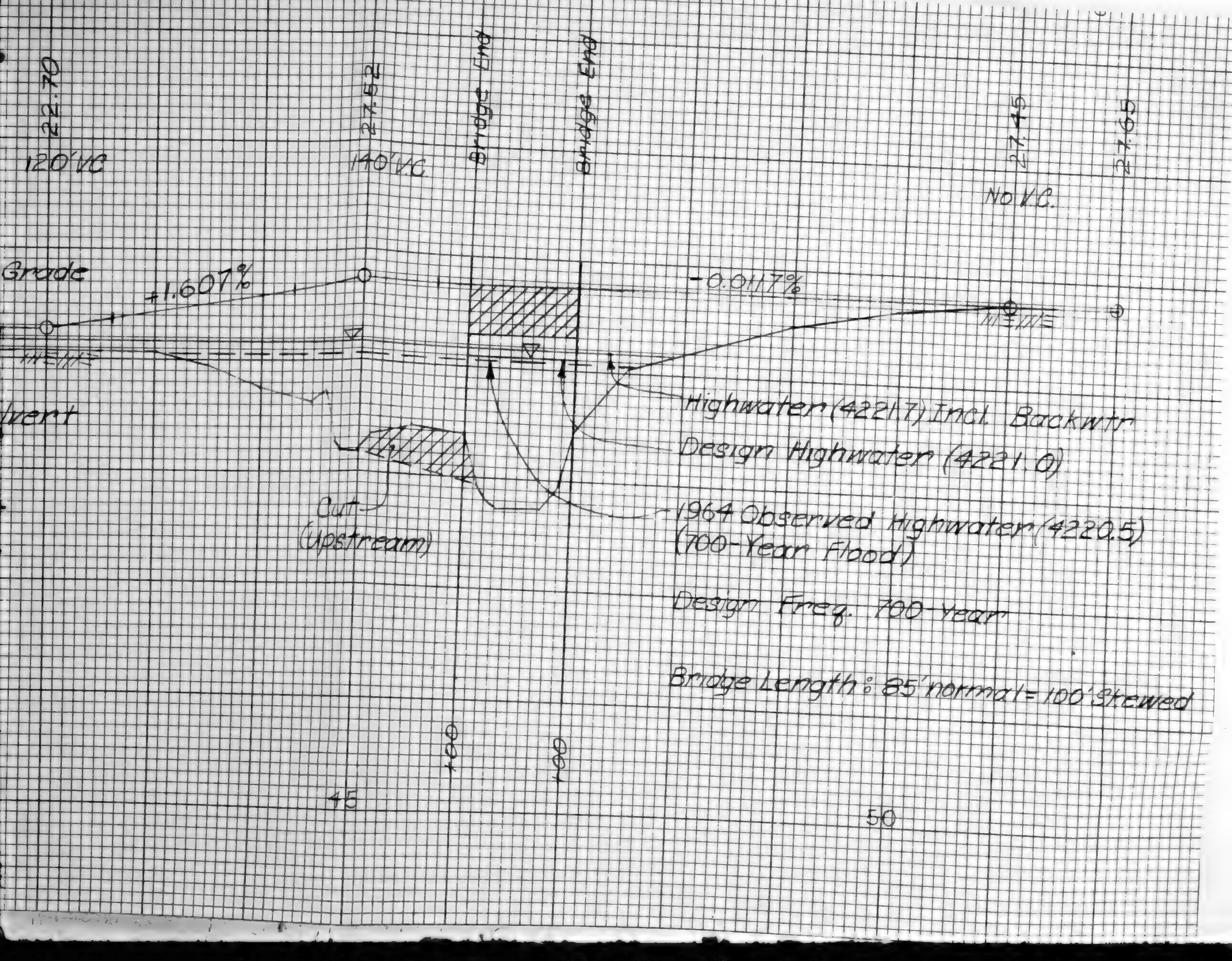
35


22.70
70'VC
22.70
120'VC
27.52
140'VC
Bridge End
Bridge End
Profile Grade
0.00%
+1.607%
36" Culvert
Cut
(Upstream)
+00
+00
40
45

Jordan Creek Bridge
Danner Road "L" Proposal
Malheur County
Integral Deck
With Vertical Abutments


22.70
120'VC
27.52
140'VC
Bridge End
Bridge End
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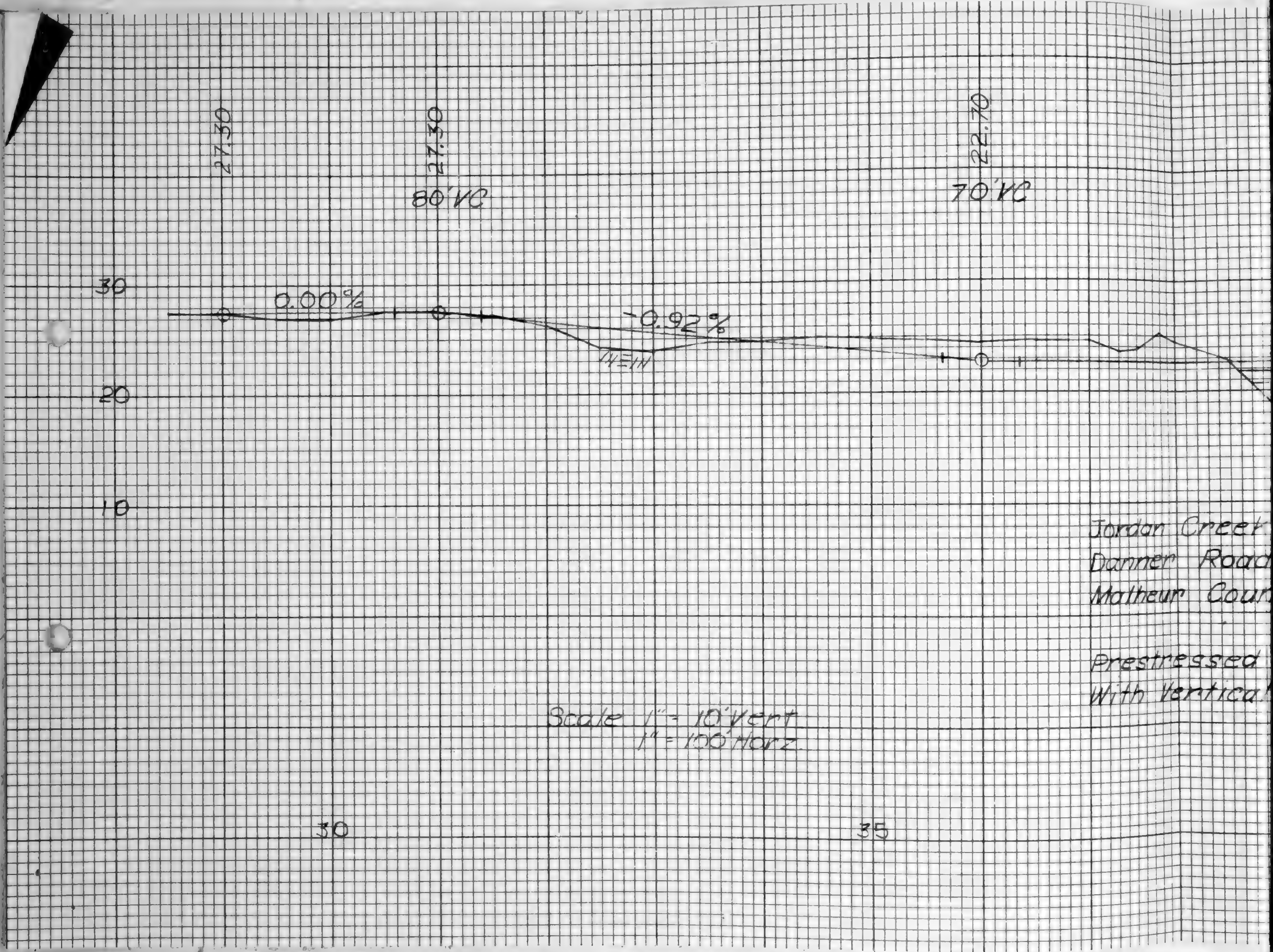
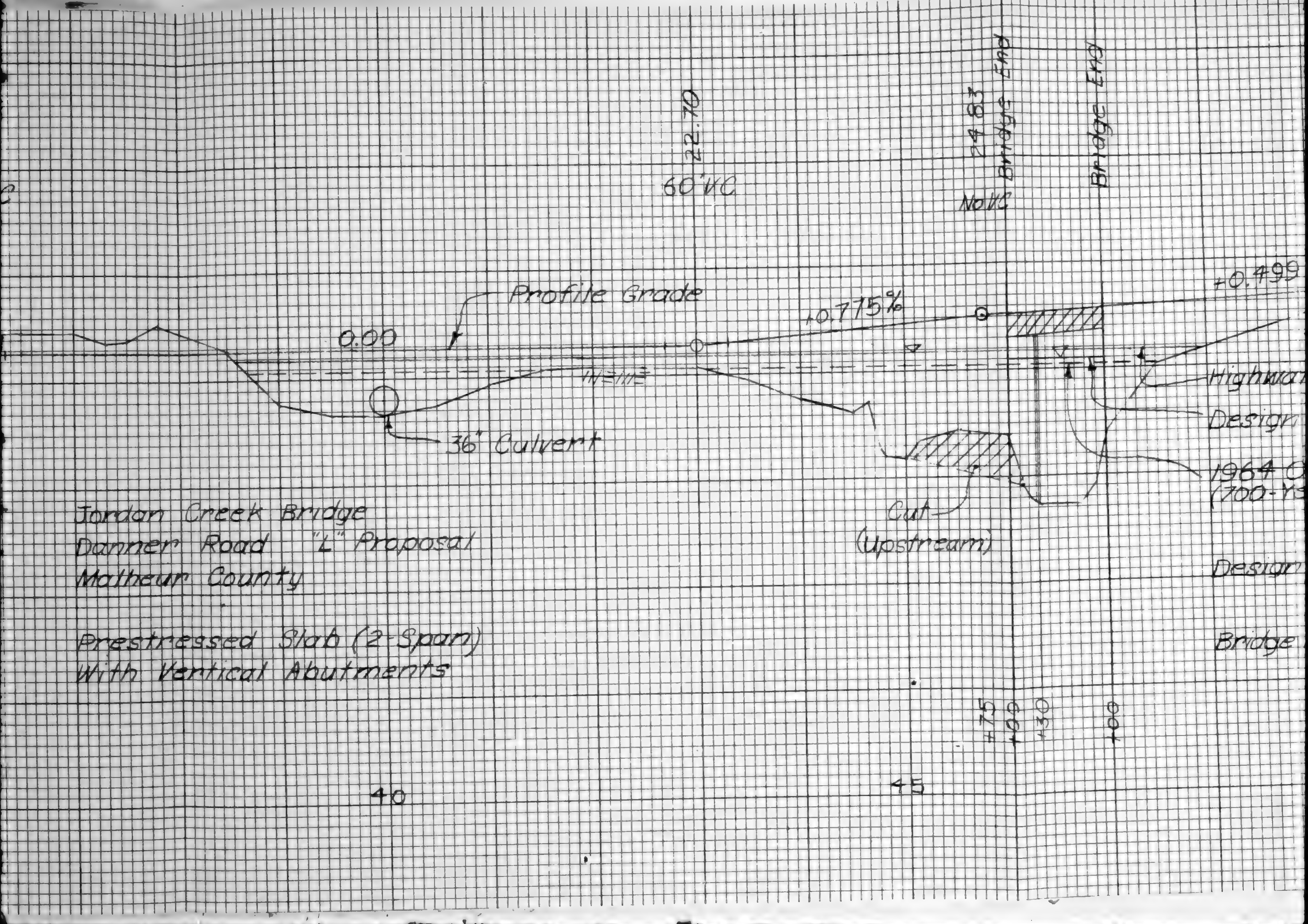
No V.C.
27.65
Grade
+1.607%
-0.0117%
lvert
Highwater (4221.7) Incl. Backwtr
Design Highwater (4221.0)
1964 Observed Highwater (4220.5)
(700-Year Flood)
Design Freq. 700-Year
Bridge Length: 85' normal = 100' Skewed
Cut
(Upstream)
+00
+00
45
50



Scale 1" = 10' Vert
1" = 100' Horz

Jordan Creek
Danner Road
Malheur Coun

Prestressed
With Vertical



Jordan Creek Bridge
Danner Road "L" Proposal
Malheur County

Prestressed Slab (2-Span)
With Vertical Abutments

22.70
60' VC
24.83
No VC
Bridge End
Bridge End
Profile Grade
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W.S.M.E.
36" Culvert
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1964 C
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(Upstream)
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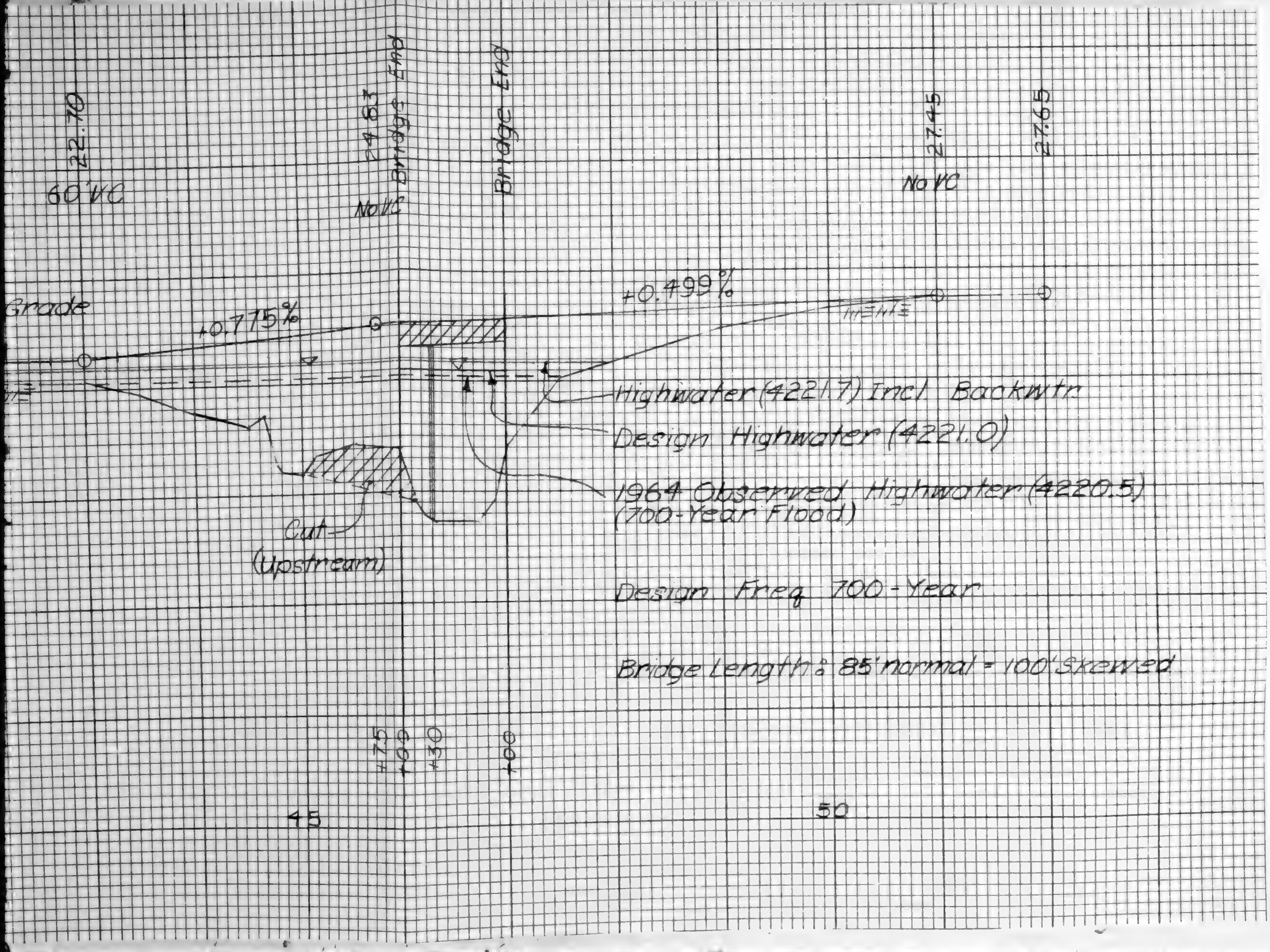
22.70
60'VC
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Bridge End
Bridge End
27.45
NoVC
27.65
Grade
+0.775%
+0.499%
Highwater (4221.7) Incl Backwtr
Design Highwater (4221.0)
1964 Observed Highwater (4220.5)
(700-Year Flood)
Cut
(Upstream)
Design Freq 700-Year
Bridge Length: 85' normal = 100' Skewed
+75
+99
+30
+00
45
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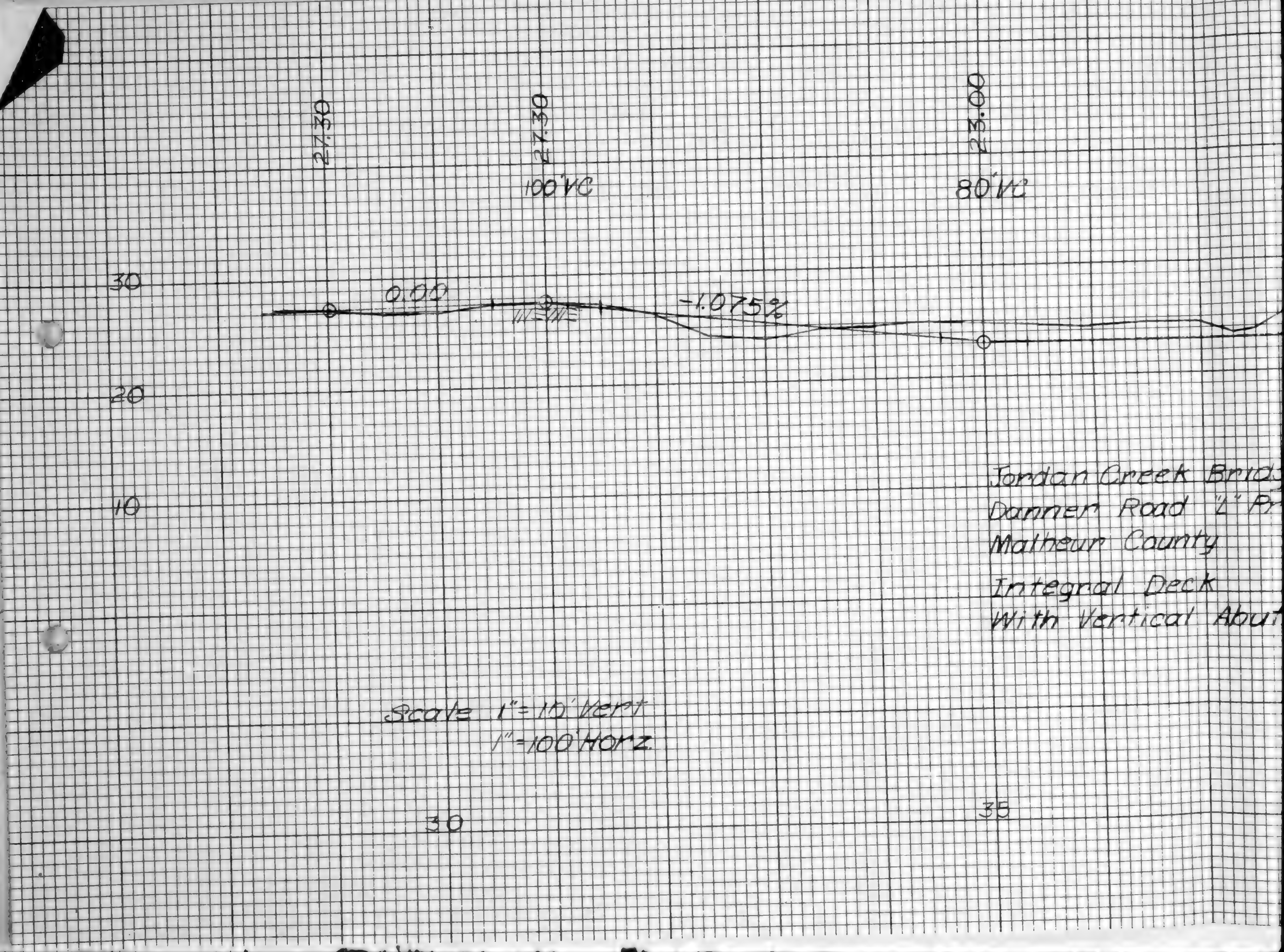
27.30
27.30
100'VC
23.00
80'VC
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0.00
-1.075%
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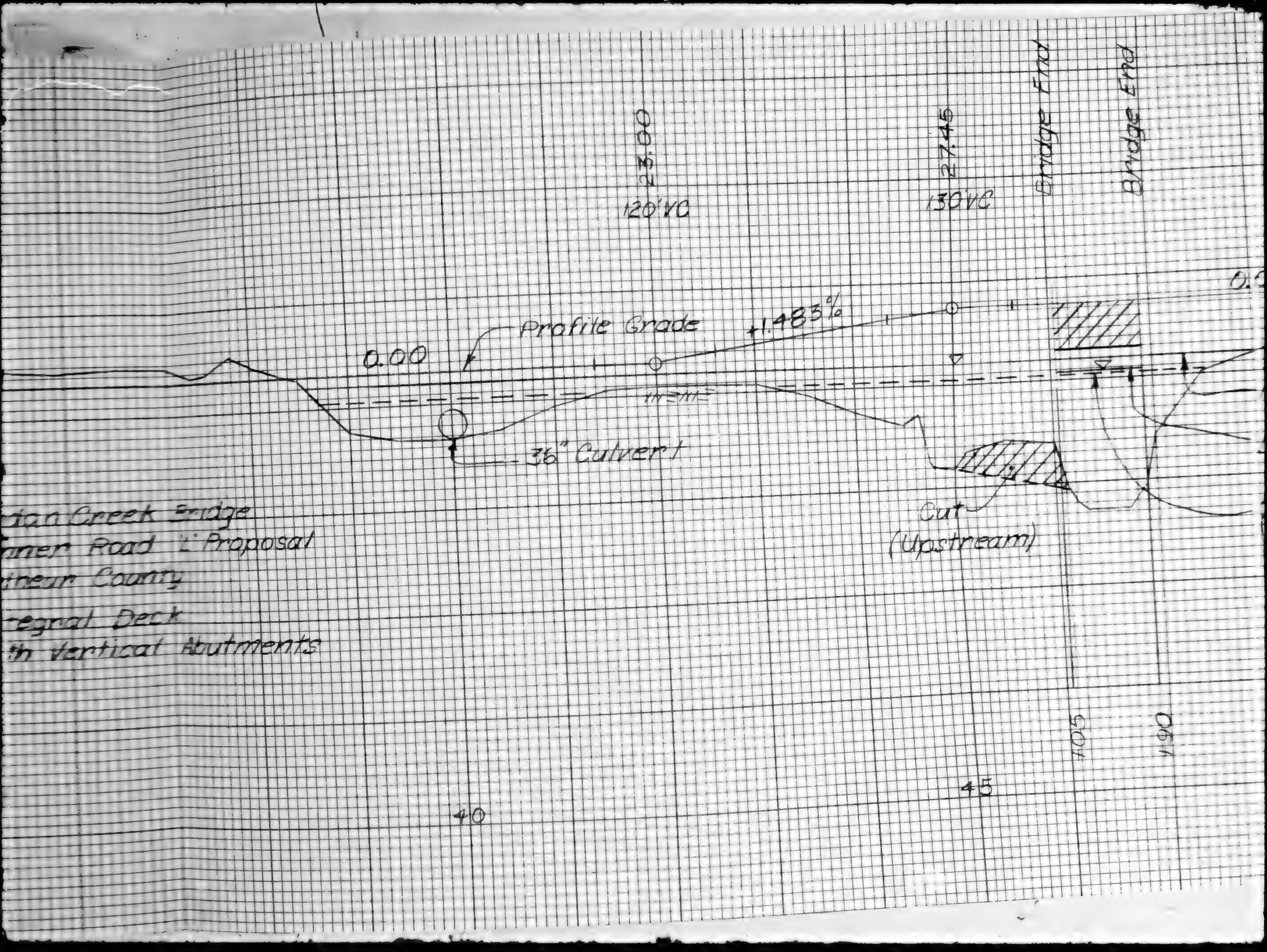
Jordan Creek Brid
Danner Road "L" Pr
Malheur County
Integral Deck
With Vertical Abut

Scale 1" = 10' Vert
1" = 100' Horz


ian Creek Bridge
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th Vertical Abutments
23.00
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36" Culvert
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(Upstream)
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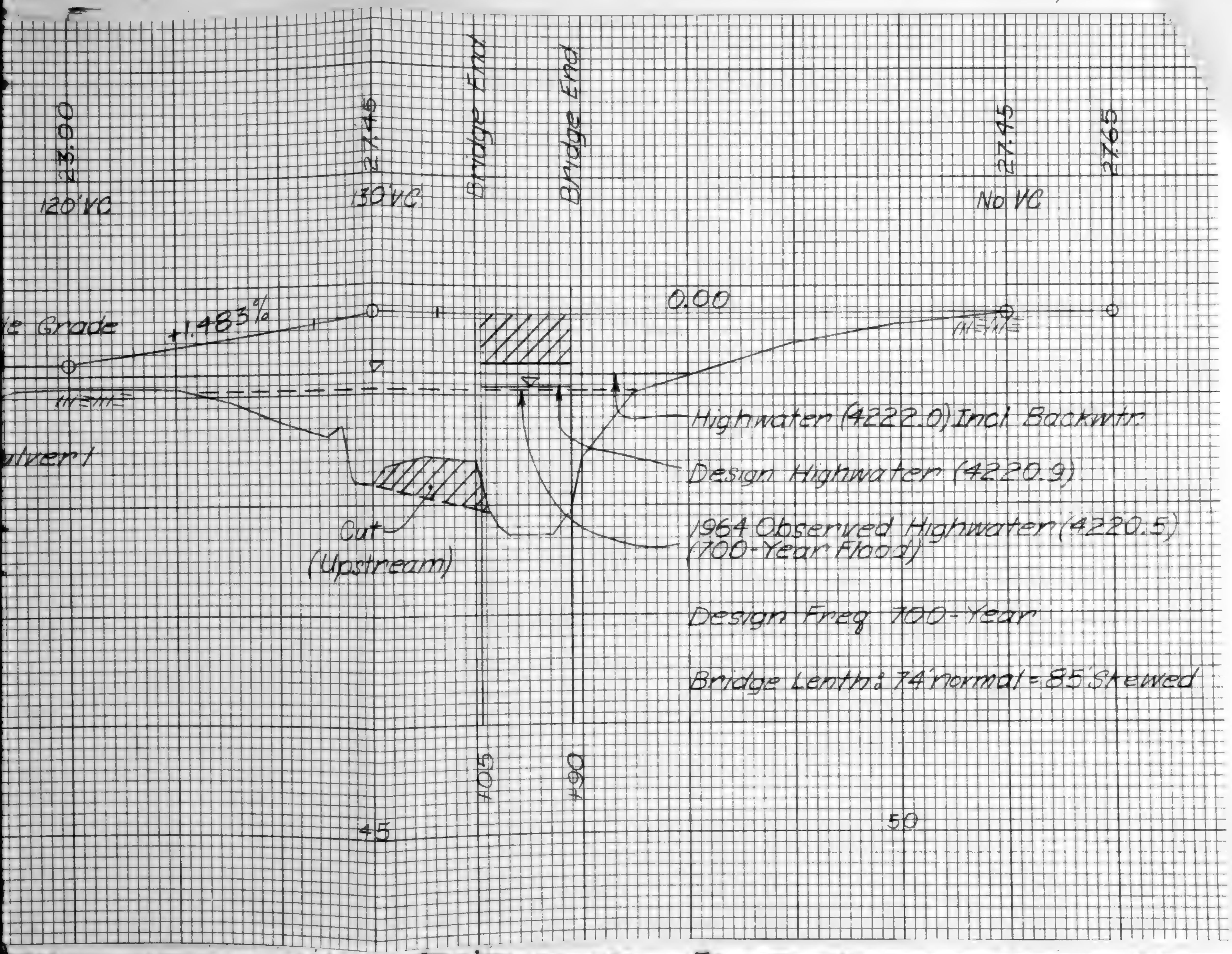
23.00
120'VC
27.45
130'VC
Bridge End
Bridge End
27.45
No VC
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ie Grade
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Highwater (4222.0) Incl. Backwtr.
Design Highwater (4220.9)
1964 Observed Highwater (4220.5)
(700-Year Flood)
Design Freq 700-Year
Bridge Lenth: 74'normal = 85'Skewed
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(Upstream)
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+90
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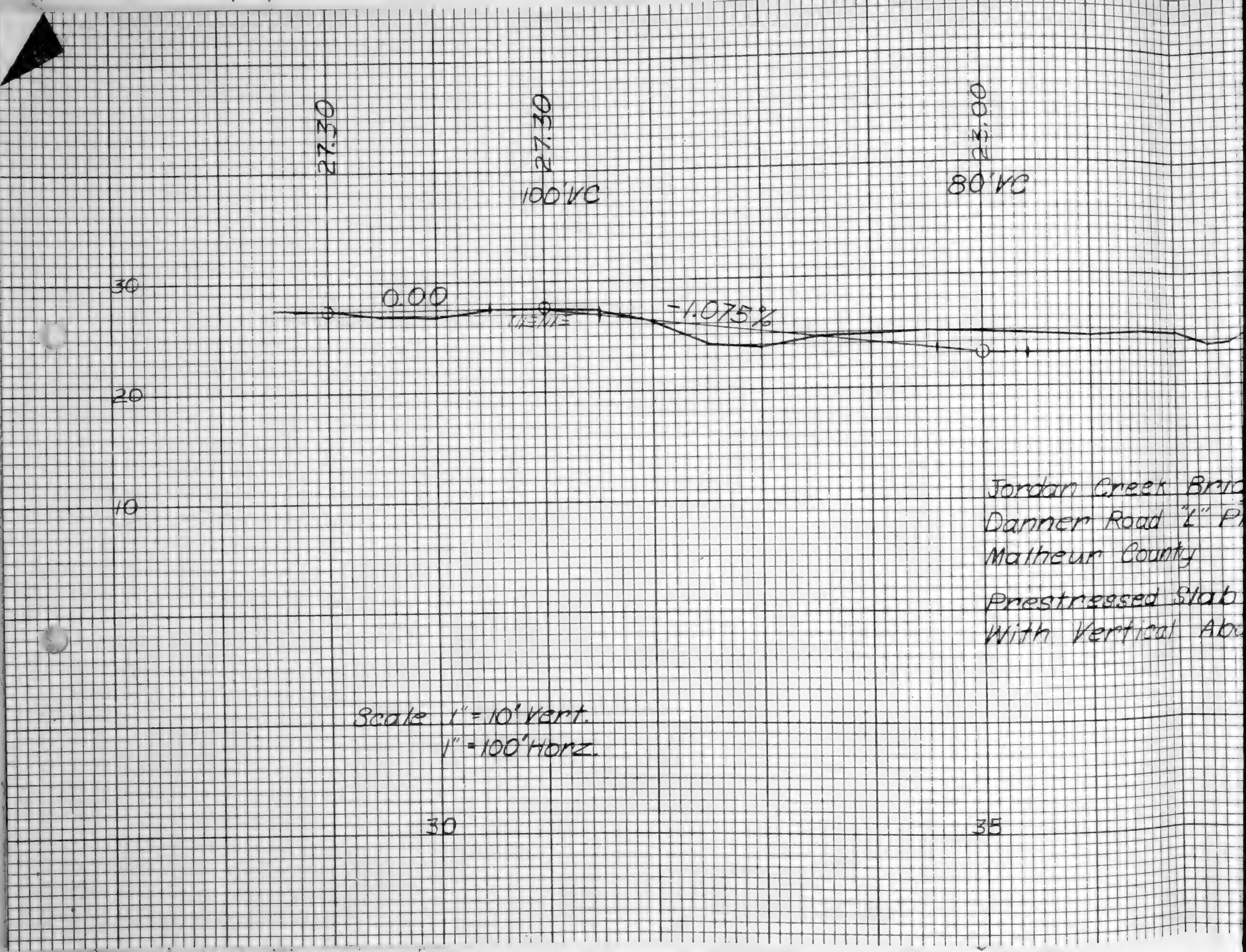
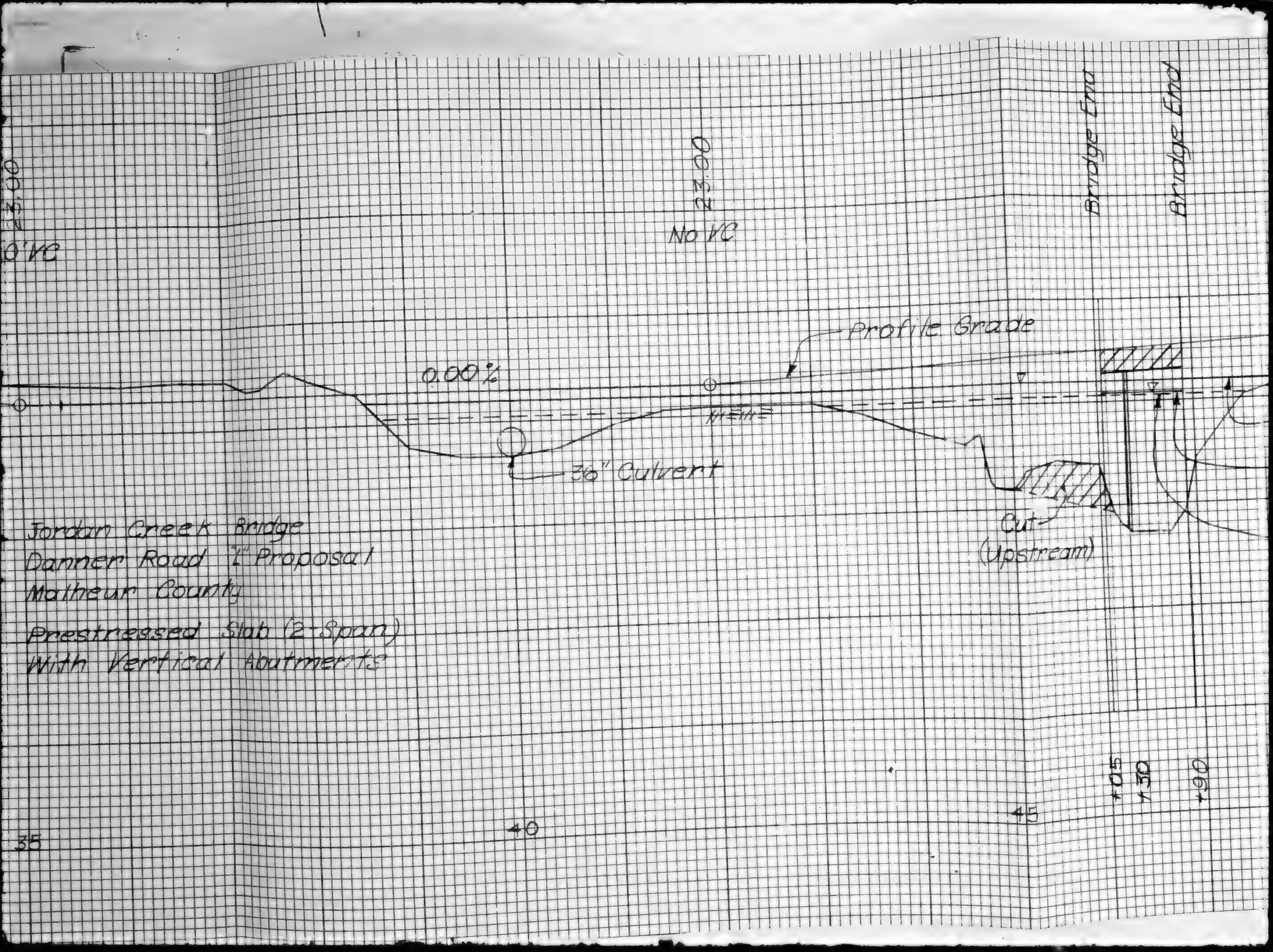


Jordan Creek Brid
Danner Road "I" P
Malheur County
Prestressed Slab
With Vertical Ab

Scale 1" = 10' Vert.
1" = 100' Horz.


Jordan Creek Bridge
Danner Road "I" Proposal
Malheur County

Prestressed Slab (2-Span)
With Vertical Abutments

23.00
0' VC
23.00
No VC
0.00%
Profile Grade
36" Culvert
Cut
(Upstream)
Bridge End
Bridge End
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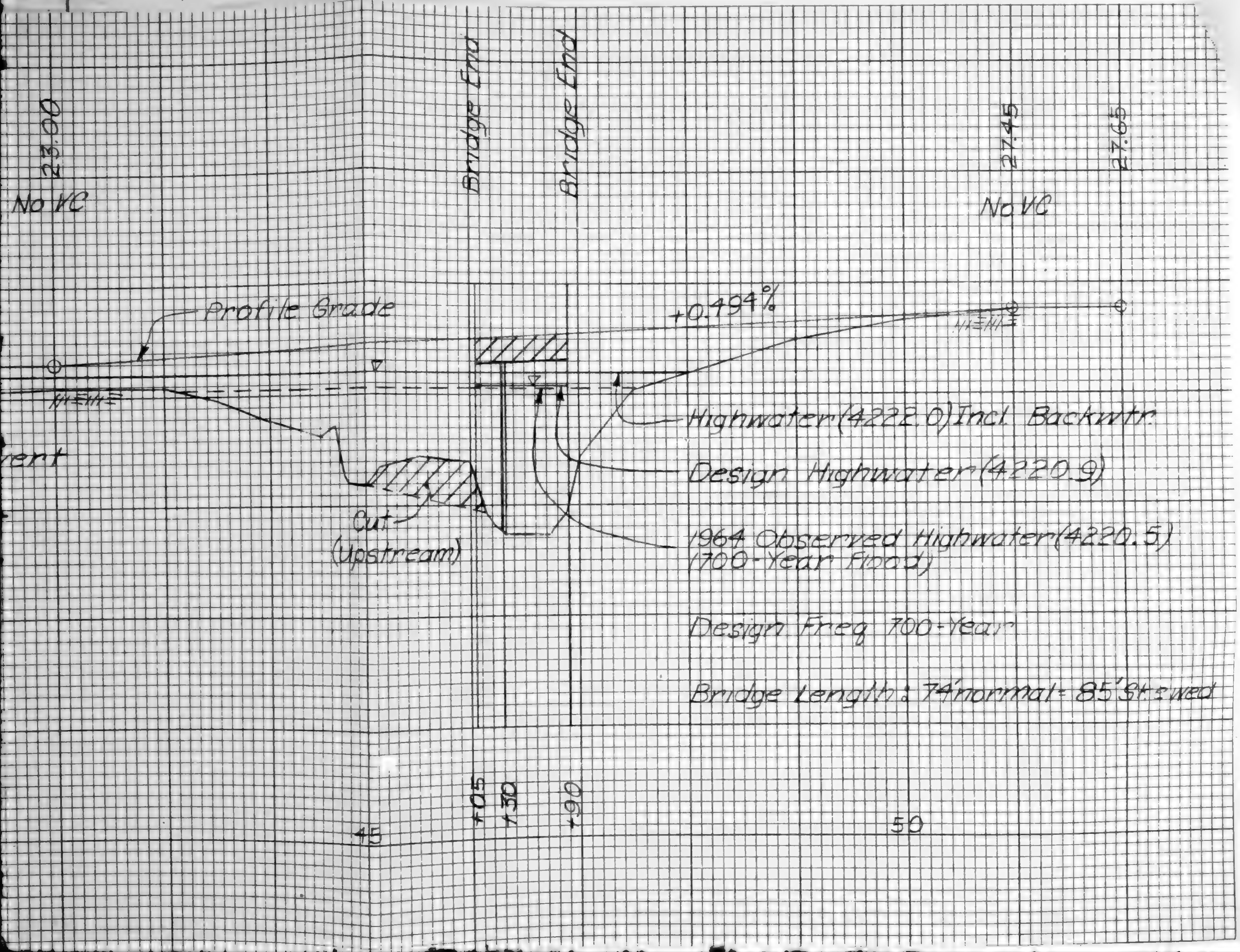
+05
+30
+90


23.00
No VC
Bridge End
Bridge End
27.45
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Profile Grade
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ment
Cut
(Upstream)
Highwater(4222.0)Incl. Backwtr.
Design Highwater(4220.9)
1964 Observed Highwater(4220.5)
(700-Year Flood)
Design Freq. 700-Year
Bridge Length: 74' normal = 85' Skewed
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+05
+30
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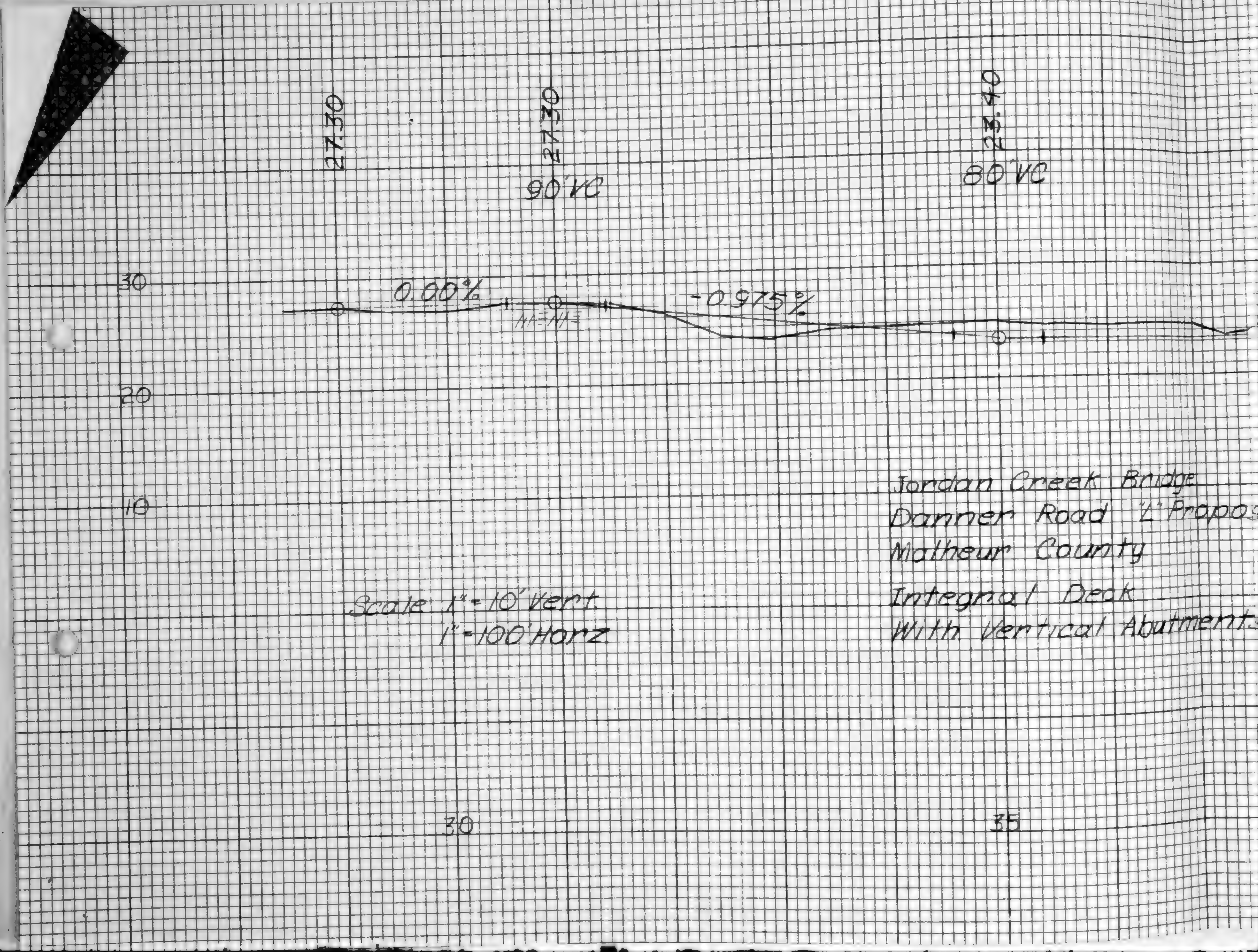
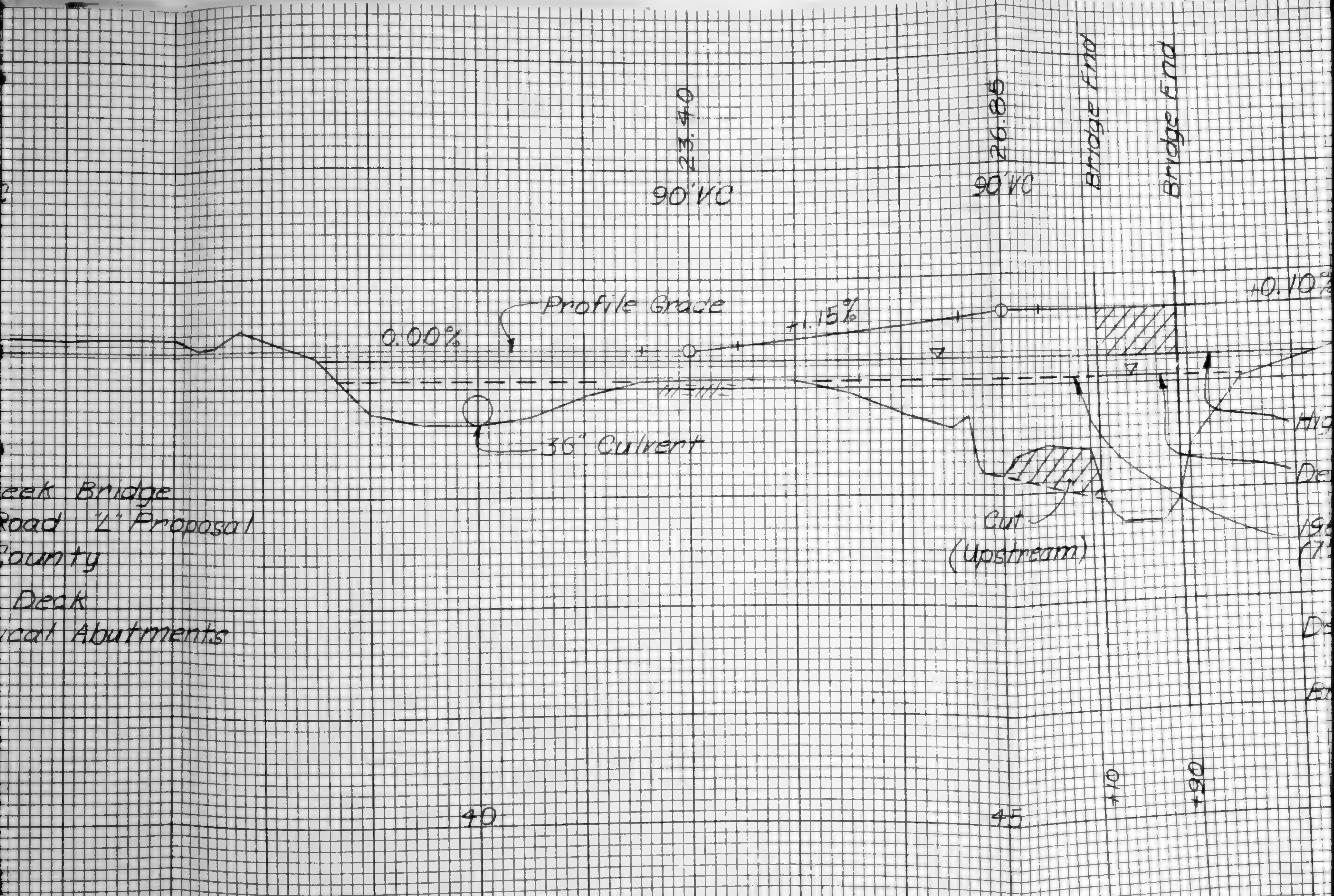


Scale 1" = 10' Vert.
1" = 100' Horz.

Jordan Creek Bridge
Danner Road "L" Propos
Malheur County
Integral Deck
With Vertical Abutments



eek Bridge
Road "L" Proposal
County
Deck
ical Abutments

23.40
90' VC
26.85
90' VC
Bridge End
Bridge End
Profile Grade
0.00%
+1.15%
+0.10%
36" Culvert
Cut
(Upstream)
Hig
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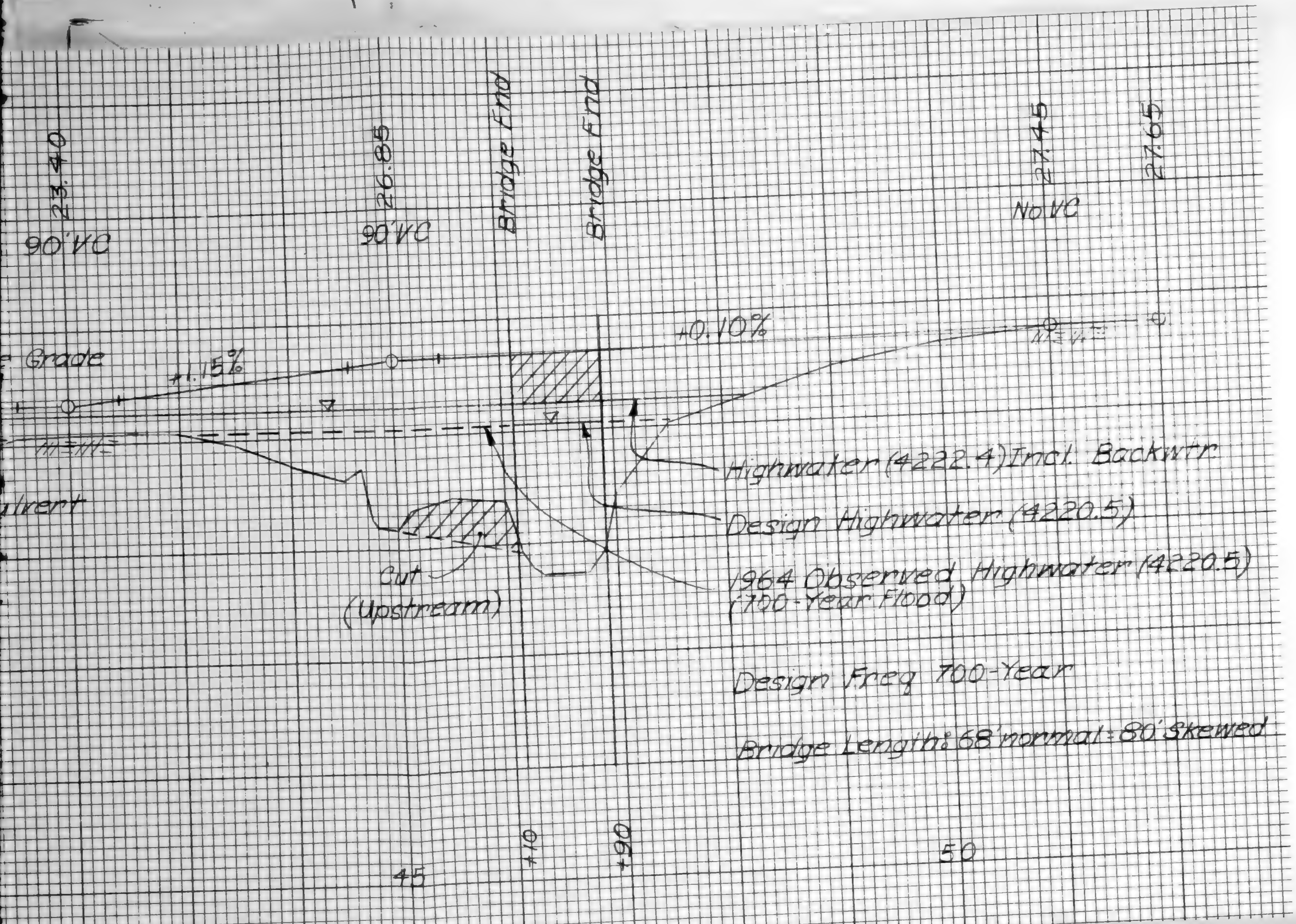
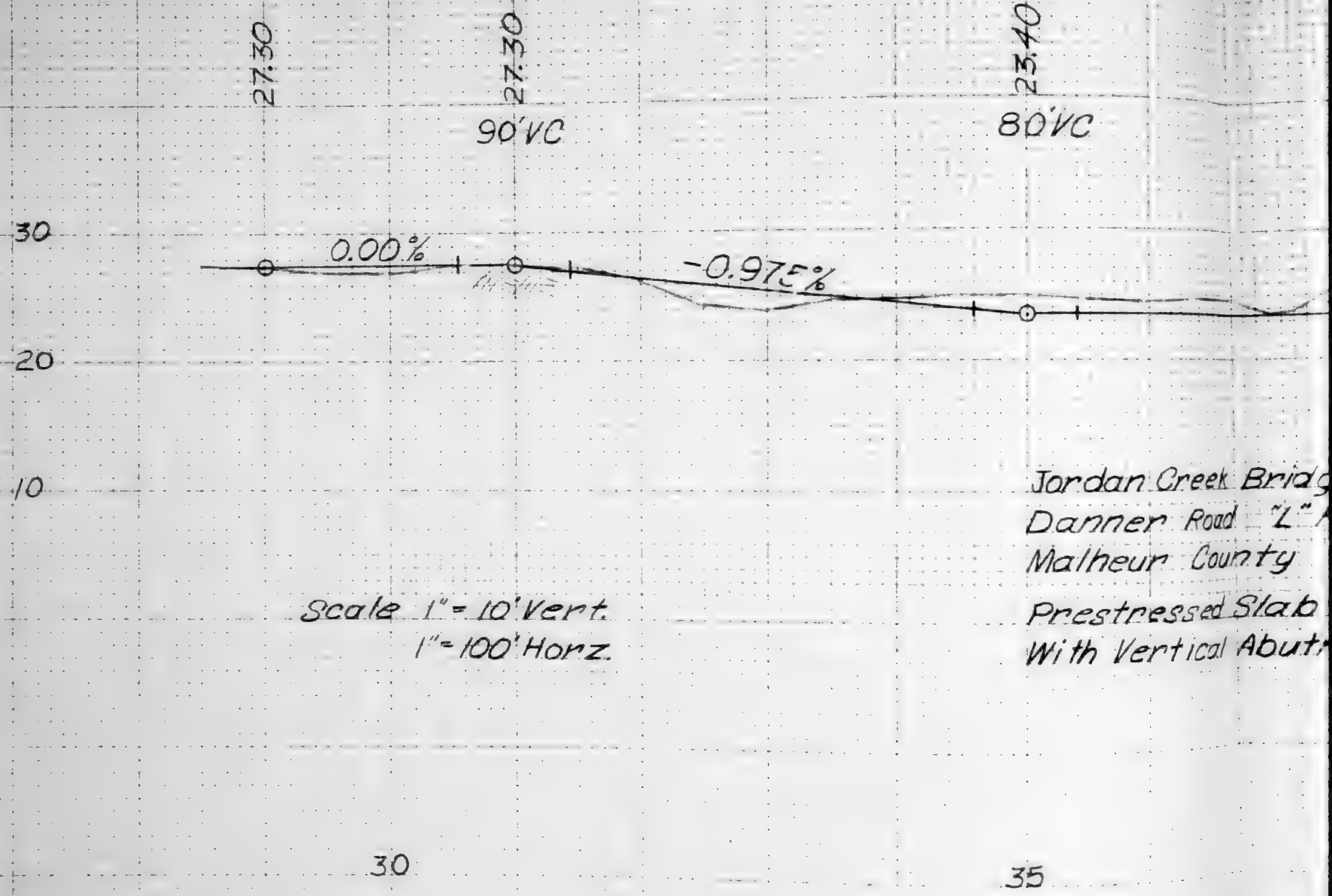
Br
40
45
+10
+90


23.40
90' VC
26.85
90' VC
Bridge End
Bridge End
27.45
No VC
27.65
Grade
+1.15%
+0.10%
ulvert
Cut
(Upstream)
Highwater (4222.4) Incl. Backwtr.
Design Highwater (4220.5)
1964 Observed Highwater (4220.5)
(100-Year Flood)
Design Freq 100-Year
Bridge Length: 68' normal = 80' Skewed
45
+10
+90
50


27.30
27.30
90'VC
23.40
80'VC
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20
10
0.00%
-0.975%
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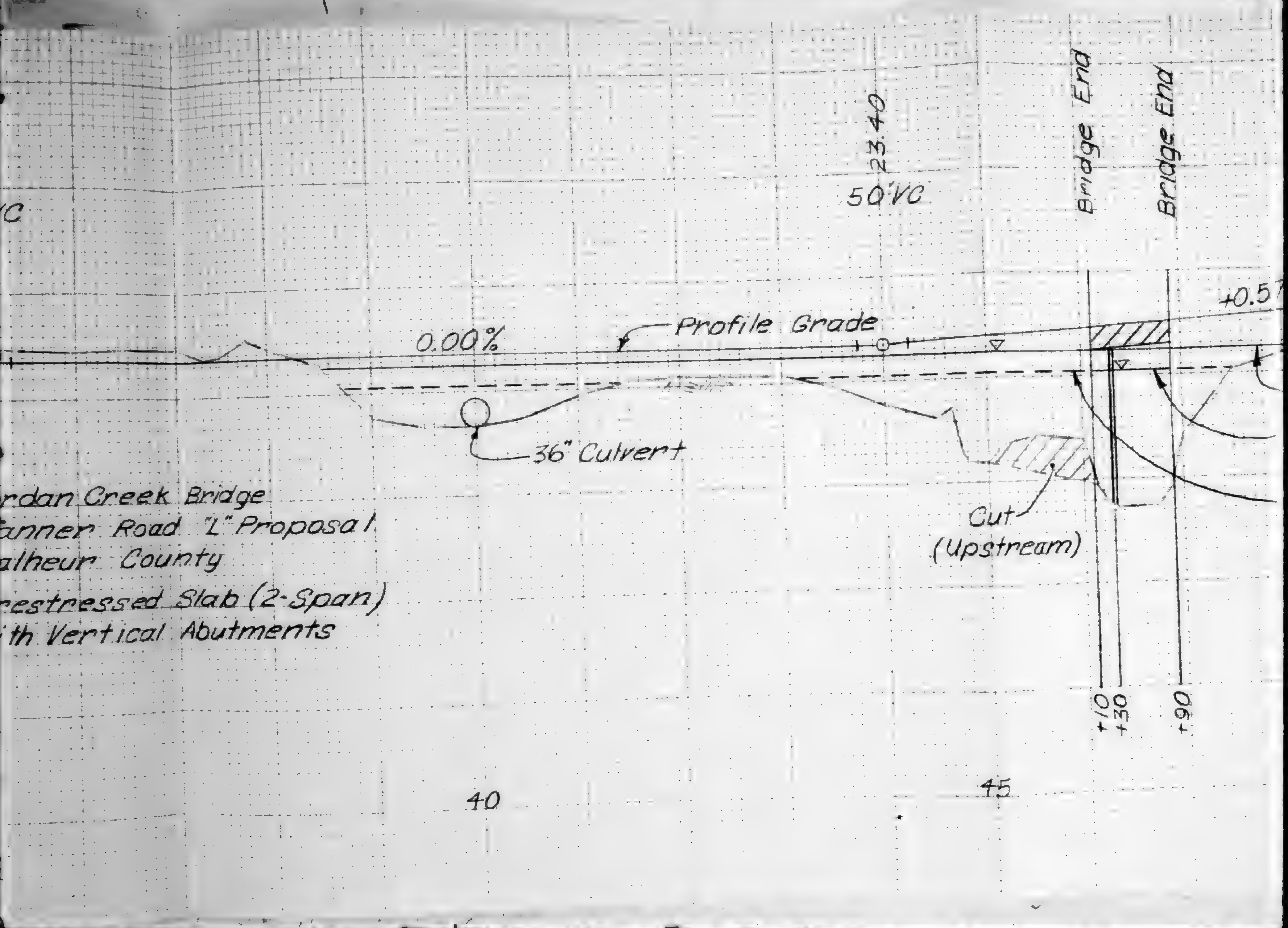
35

Scale 1" = 10' Vert.
1" = 100' Horz.

Jordan Creek Bridg
Danner Road "L"
Malheur County
Prestressed Slab
With Vertical Abut


VC
23.40
50'VC
Bridge End
Bridge End
+0.5
Profile Grade
0.00%
36" Culvert
rdan Creek Bridge
anner Road "L" Proposal
alheur County
restressed Slab (2-Span)
ith Vertical Abutments
Cut
(Upstream)
+10
+30
+90
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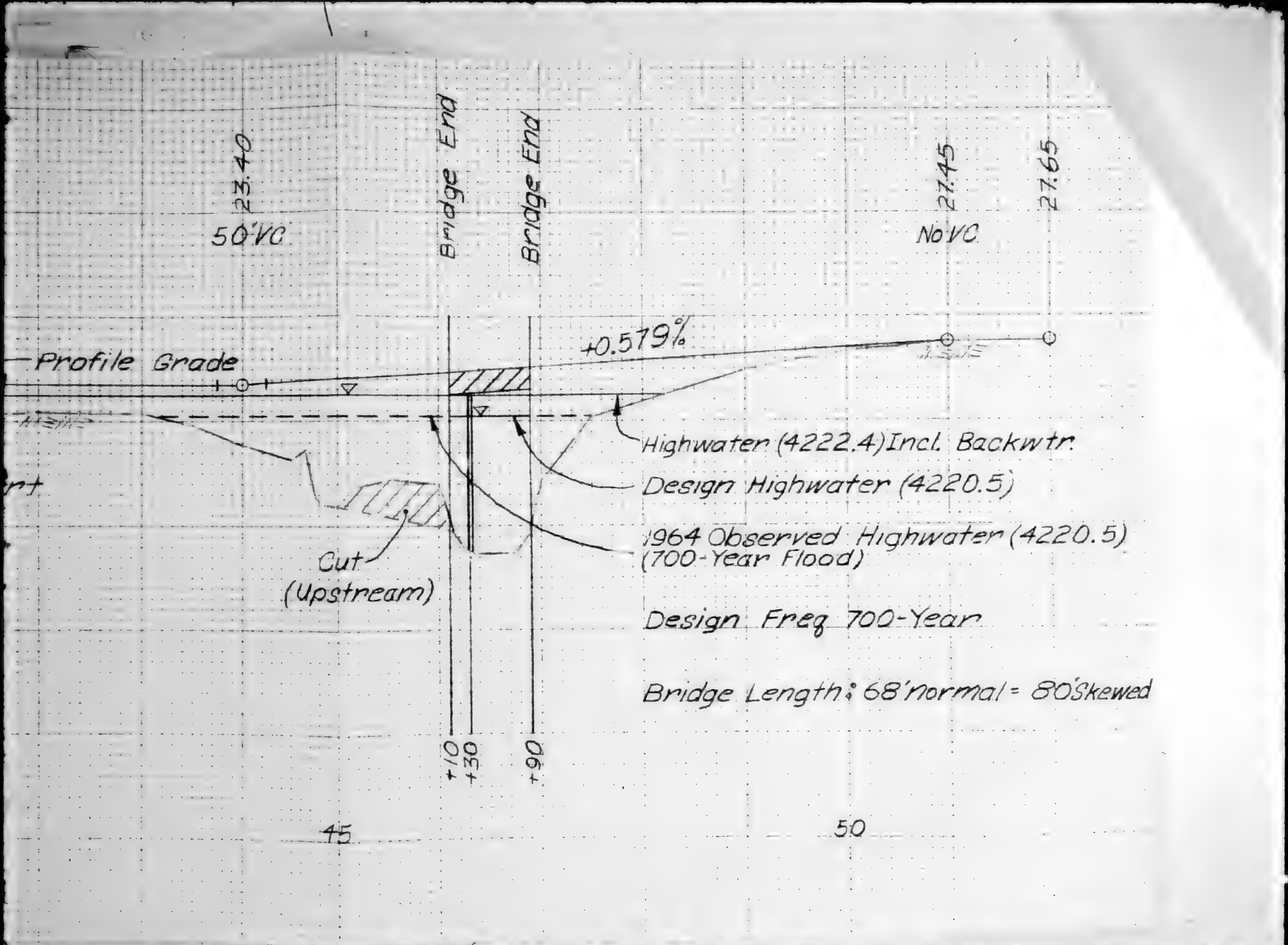
23.40
50'VC
Bridge End
Bridge End
27.45
No VC
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+0.579%
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rt
Highwater (4222.4) Incl. Backwtr.
Design Highwater (4220.5)
1964 Observed Highwater (4220.5)
(700-Year Flood)
Cut
(Upstream)
Design Freq 700-Year
Bridge Length: 68' normal = 80' Skewed
+10
+30
+90
45
50

9317 Malheur County

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
October 4, 1979

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Jordan Creek (Danner)
Bridge Section
Danner Road
Malheur County

TO: W. J. Hart
Bridge Engineer

As you know, the Malheur County Court has been receiving (reviewing?) the proposed structure length, identified in the hydraulics report of June 12, 1979 as the local ranchers felt the 68 foot length was not adequate.

The County Court, in cooperation with the local ranchers, have reviewed the information furnished by the Hydraulics Unit and now stipulate their wishes to have an 85 foot structure designed. Also they indicated that 1 foot freeboard be allowed from the anticipated water elevation of the 700 year flood conditions, but it is the Region's opinion that 2 feet of freeboard should be allowed for movement of debris during peak flood conditions.

Upon establishment of the grades for the bridge, roadway grades should be established which will utilize the least amount of embankment.

By copy of this letter I am asking the Hydraulics Unit and Road Design Section to proceed with any work necessary to prepare the plans for this project.

RCL/sjk

cc E. M. Seuell, County
Duane Christensen
F. E. Terpin
P. F. Burnett
[illegible]

Pls. coordinate with Dick Lang

REFERRED TO
Beard
Cole
Erikson
Hager
Staudenmaier ✓ [illegible]
Sample ✓
Watson JW
Leu
Dorn
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 ✓
2 Don
3 [illegible]

RECEIVED
OCT 9 1979
ROAD DESIGN SECTION

10/9/79
Plans retained in Final Design
JW

9317

June 20, 1979

Malheur County Court
Courthouse
Vale, OR 97918

Attention: Robert L. Morcom
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6[illegible]

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning construction of the Jordan Creek Bridge Section of Danner Road in Malheur County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Dorland Swan (agreement attached)

STATE OF OREGON INTEROF[illegible]E MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: February 1, 1979

FROM: Gerald W. Wimer Gerald Wimer
Local Government Manager

SUBJECT: Jordan Creek (Danner) Br.
Malheur County

Malheur County is requesting the construction of a reinforced concrete bridge approximately 150 feet long with a roadway 28 feet wide. County will construct the approaches, install guardrail, obtain additional R/W, and close road during construction. Construction engineering is to be done by state. P.E. was approved on Oct. 24, 1978.

Jurisdiction	Section	Total Funds	Federal Funds	Local Funds
Malheur Co.	Jordan Creek (Danner) Br.	$243,500	$214,280	$29,220

The region and this office have investigated this proposed project, confirming its validity and financing under the SOS program. I recommend your approval and request you authorize this project under delegated authority.

2-14-79
orig to Head
Cy. mailing

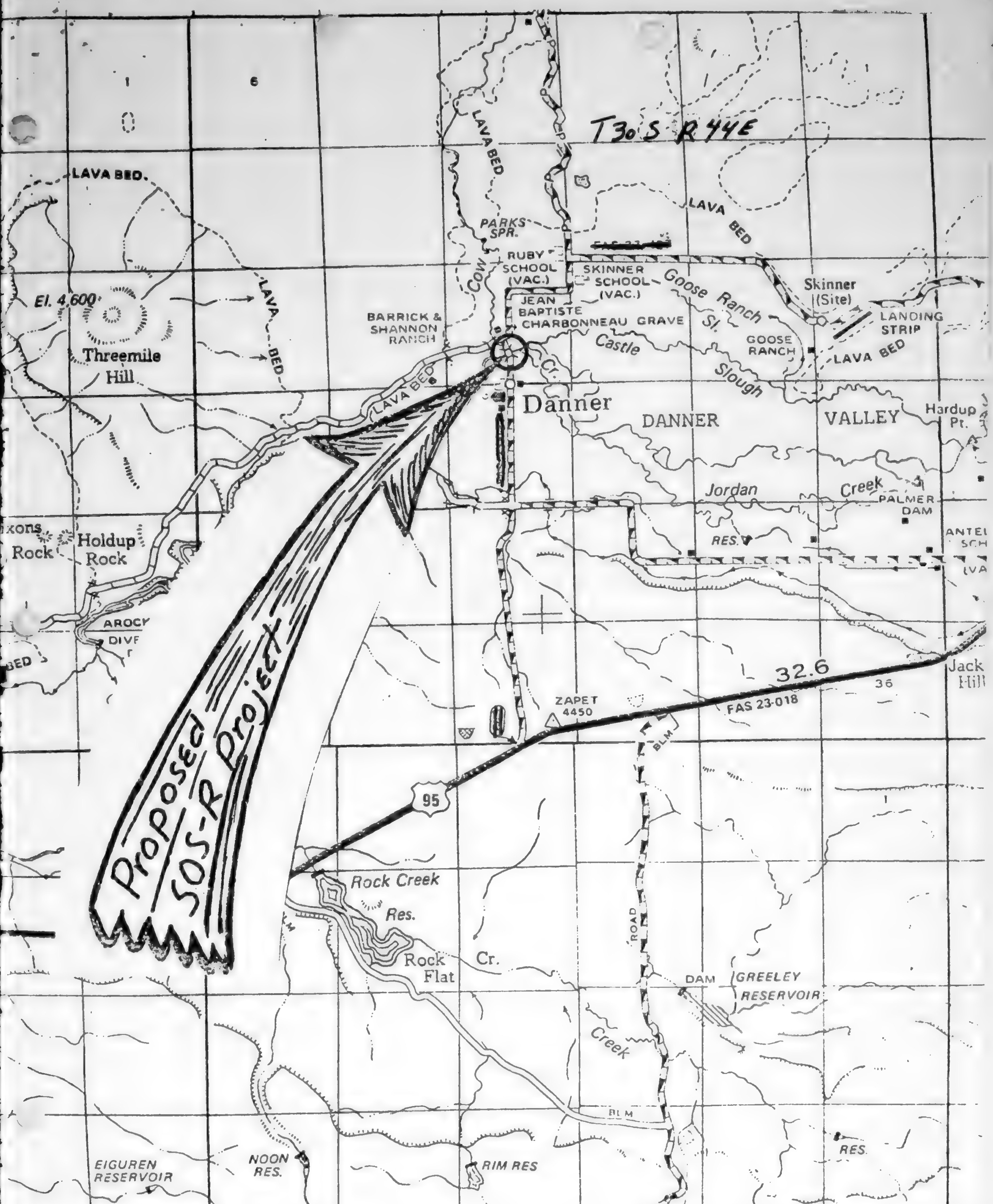
Approved:

H S Coulter
State Highway Engineer

Date 2-13-79

HR:dmc

81-125-1387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Goose Ranch Sl.
Castle Slough
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Proposed SOS-R Project
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9317

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: FILE

DATE: June 12, 1979

FROM: Gene M. Finley
Gene M. Finley
Hydraulics Specialist

SUBJECT: Jordan Creek Bridge
Danner Road
Malheur County

The proposed structure will replace an existing 150-foot through-truss bridge and will be located either 60$^{\pm}$ feet upstream from the existing site or on the same alignment.

HYDROLOGY

Jordan Creek is an east-west tributary of the Owyhee River and drains an area of approximately 680 square miles above the proposed bridge site. Approximately 1,000 feet downstream from the proposed bridge site Cow Creek merges into Jordan Creek. Cow Creek drains an area of approximately 180 square miles and has a damming effect on Jordan Creek at their confluence during heavy runoff, raising the water surface at the bridge site. Fifteen years of stream gage data are available from gage number 13-1790 located about eleven miles upstream from the bridge location. The recurrence interval vs. peak discharge relationships listed below are based on a statistical analysis of the gage data using a Log-Pearson Type III distribution. These values have been adjusted to reflect the difference in drainage areas between the gage and locations downstream.

Recurrence Interval	Peak Discharge at Bridge	Peak Discharge at Confluence with Cow Creek
100-year	6,390 cfs	7,170 cfs
50-year	5,640 cfs	6,320 cfs
25-year	4,880 cfs	5,470 cfs
10-year	3,910 cfs	4,380 cfs
5-year	3,170 cfs	3,630 cfs

The largest flood of record occurred December 24, 1964 when a discharge of 8,130 cfs and 9,120 cfs was estimated at the bridge site and at the confluence with Cow Creek, respectively. During this flood, in the vicinity of the bridge, highwater reached a maximum elevation of approximately 4,220.5 feet (MSL). The 1964 flood was estimated to be a 700-year recurrence interval and is considered to have been an historic peak.

HYDRAULIC DESIGN

The U.S. Department of Housing and Urban Development Federal Insurance Administration adopted the 100-year flood as the base flood allowing a maximum 1.0-foot increase to flood heights in the channel of a stream.

The 100-year flood of 6,390 cfs was used as the design flood to conform with the Federal Insurance Administration policy. Estimated highwater for the design flood is elevation 4,219.6 feet (MSL). The Bridge Department suggested that the replacement structure be either an Integral Deck span bridge or a prestressed slab span bridge with vertical abutments. A two-span prestressed slab bridge with a normal clear span of 68 feet and a normal waterway opening of 764 square feet was investigated. This structure type creates 1.0 feet of backwater resulting in a highwater elevation of 4,220.6 feet (MSL) along the upstream embankments.

The following estimated Tabulation of highwaters along the upstream embankments (includes backwater) of the proposed bridge includes the "damming effect" Cow Creek has at the bridge site.

	25-Year Flood H.W. (MSL)	100-Year Flood H.W. (MSL)	(1964) 700-Year Flood H.W. (MSL)
Existing Condition with Roadway Overflow and Culvert Flow	4,218.5 feet	4,219.5 feet	4,220.5 feet
Existing Condition with Culvert Flow	4,218.5 feet	4,219.5 feet	4,220.7 feet
Proposed Condition with Culvert Flow	4,218.9 feet	4,220.6 feet	4,222.4 feet

As can be seen from the above table, the proposed structure will create 1.9 feet more backwater than the existing structure during a flood equal to the 1964 flood. This additional backwater will have no adverse effect on the nearby resident's home.

It is suggested that two feet of freeboard be provided to allow debris passage under the bridge. If this two feet of drift clearance is provided, the lowest beam bottom elevation would be at 4,221.6 feet (MSL).

RIPRAP

It is suggested that the toe of the vertical abutments for the replacement structure be protected with a one-foot blanket of class 50 loose riprap. A filter blanket will not be required.

GMF:ge

cc: Frank Terpin w/att.
W. E. Schwartz "
✓Don Harwell "
Walt Hart "
Jack Davis "
D. Christensen "
Herb Schell, FHWA "

PROJECT MANAGEMENT
[illegible] ☐ CCE ☐ OM ☐
[✓ LCE ☐] FAE ☐ OPE ☐
JUN 1[illegible] 1979
File: PM FA
IAA ______ LG OP

HYDRAULIC DATA

		DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge –	cfs	6390		8130
	m^3/s			
Frequency – yrs.		100	100	700
H.W. Elevation Natural Channel	ft.	4219.6		4220.5
	m.			
H.W. Elevation Channel Change	ft.	—		—
	m.			
Average Velocity –	fps	8.4		5.3
	mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Jordan Creek Bridge
Danner Road
Malheur County

COMPILED BY: Gene Finley

DATE: May 17, 1979

7317

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION **FILE:**

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon 97850

April 12, 1979

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: Gerald Wimer
Project Management

SUBJECT: Preliminary Engineering
Jordan Creek (Danner)
Bridge Section
Project No. SOS
Malheur County

SALEM

On April 11, 1979, I met with the Malheur County Court to discuss preliminary engineering on the above subject project with regards to your letter of March 26, 1979, and the AOC-TAC/Highway Division Alternative Two Action.

After a full and complete discussion of all the alternatives, the Court directed me to inform you they wish the Highway Division to complete the entire preliminary engineering in accordance with Miscellaneous Contracts and Agreements No. 6856. The Court feels this action will place the project in a favorable position in event additional funds are allocated by Congress or for alternate funding under HBR (SHBR) funding if available.

By copy of this letter, I am asking everyone involved to proceed towards preparation of final plans.

RCL:lt

cc: Judge Seuell
H. S. Coulter
D. H. Moehring
Region Engineer
Frank Terpin
Don Harwell
Vern Cusack
E. S. Hunter
L. W. Rulien
Hal Versteeg
L. E. George
Bob Prange
Bill Penhollow
C. T. Keasey
Bob Ewen
Walt Hart
Steve Macnab
Mainor Holmes
P. F. Burnett

9317

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

March 30, 1979

The Honorable E. M. Seuell
Malheur County Courthouse
251 B Street West
Vale, OR 97918

Dear Judge Seuell:

Preliminary Engineering, Jordan Creek (Danner) Bridge Section, Project No. SOS-2300(2)

Thank you for your letter of March 23, 1979, identifying the course of action we should take regarding preliminary engineering for your SOS project.

We shall complete the field work in compliance with your request. Also, under ORS 369.210 we will prepare bridge design at no cost to the County but will not develop final plans and specifications.

I urge you to have Virgil inspect this bridge at the earliest possible date, if not already done, so that we may include it on the inventory for possible funding under the Highway Bridge Replacement Program if eligible.

P.F. Burnett will be in touch with you as we progress with the field and bridge design work.

Sincerely,

Roger Lang
Roger Lang
Region Federal Aid Engineer

RG:1t

cc: W. J. Hart
Gerald Wimer
P. F. Burnett

9317

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
March 30, 1979

FROM: Bob Aldrich
Region Engineering Specialist

TO: Frank Terpin
Location Engineer

SUBJECT: Jordan Creek (Danner) Bridge
County Road No. 995
Prefix No. 223-1979
Location Survey

SALEM

Enclosed herewith find the following listed Location Data for subject project.

- 2 Vicinity Map and Profiles ("L" and "P" lines)
- 2 Cost Estimates with Supporting data ("L" and "P" lines)
- 1 roll Cross Sections
- 1 Book Location Field Notes
- 1 copy Official Record of Real Property
- 1 Small Scale Ownership Map
- 2 Quadrant Maps of Area
- 1 Checklist of Hydrologic and Hydraulic Data
- 10 Photos of Existing Structure and Channel
- 1 copy Narrative Report
- 1 copy Statement of Material Source and Stockpile Sites.
- 1 copy Report on Bench Mark Recoveries
- 1 copy Locating Engineer's Statement

Since location has been completed and Malheur County reviewed the project, the County has requested us to just design for Bridge Contract. They will perform all other work. Attached is the revised Cost Estimate and letter from Malheur County. The guard rail should be stockpiled at the bridge site. The County has requested that the "L" line be the proposed line.

BA:lt

Enclosure

cc: P. F. Burnett

Note! — See attached letter from Malheur County dated 3/23/79

City-County 4-4-79

Returned 4/5/79

RECEIVED
APR 4 1979
LOCATION SECTION

FORM 81-734-3030

☐ RE ☐ RCE ☐ RME ☐ ROE

☐ RFA MAR 22 1979 ☐

RECEIVED
REGION 5 OFFICE

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Ontario, Oregon
March 20, 1979

FROM:	P. F. Burnett Resident Engineer	SUBJECT:	Jordan Creek(Danner) Bridge Survey Prefix 223-1979-901
TO:	W. E. Schwartz Region Engineer		

Att: Bob Aldrich, Reg. Traffic Engr.

As per our telephone discussion of subject survey 3-19-79 have revised estimate of cost, leaving grading, guard rail and misc. construction for Malheur County to perform.

As mentioned earlier, after discussing cost of this project with Malheur County, i.e. cost over original project assessment would be 100% County financed, Malheur County indicated that the would prefer to perform all work except Structure Const. and removal of existing bridge with County forces.

Using "L" line - revising line on N side of Jordan Creek - will leave existing bridge in place to carry traffic during construction of new structure.

In addition to performing grading, guard rail construction, fencing and misc. items, County could take care of signing necessary to alert travelling public to bridge and roadway construction.

Revised cost estimate attached hereto.

Form E-40

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

Jordan Creek (Danner) Bridge
County Road No. 995
Prefix No. 223-1979-901

Cost Estimate for Structure ("L" Const.) 3/29/79

No.	Item	Unit	Quantity	Unit Price	Amount
1	Mobilization	Lump Sum	All	25,300.00	25,300.00
2	Bridge Removal	Lump Sum	All	15,750.00	15,750.00
3	Loose Rip Rap Class 700	Cu. Yd.	150	20.00	3,000.00
4	Bridge Construction #42 x 200' x 28'	Lump Sum	All		235,200.00
5	Guard Rail in Stockpile	Lump Sum	All		3,000.00
	Total Contract Items				282,250.00
	+ 20% Engr. & Conting.				56,450.00
	Total				338,700.00

The County will perform all road work.

JORDAN CREEK (DANNER) BRIDGE
County Road No. 995
Malheur County Prefix 223-1979

NARRATIVE REPORT OF SURVEY

Field work started on this project 1-22-79. Vicinity map made up, streambed profile and typical cross-section of streambed taken. Crew went back the second week to run proposed line revision. This covered later in this report.

There are two bridges over Jordan Creek that have been built in recent years to replace older, narrow through truss structures. Hydraulogical data on these structures might be some help in designing this proposed bridge at Danner. One crossing - the Jaca Bridge near Jordan Valley was completed last fall - this structure is approximately 14 miles above proposed crossing at Danner. The other crossing, near Arock is approximately 12 miles below this crossing. The bridge at Arock wos constructed in 1969 Or 1970.

You will note on enclosed quad shet that Cow Creek empties into Jordan Creek just a short distance below this crossing. During heavy runoff this has a damming effect on Jordan Creek.

Highwater shown on this vicinity map is based on information obtained from ranchers living in this area. According to these ranchers, during high water drift will be above the bottom chord of existing truss. Would recommend the proposed new structure be constructed to a higher elevation. Profile shown on vicinity map has grade high enough that proposed deck slab (bott om) will be approximately where deck grade is on present structure.

On 1-29-79, accompanied by N. A. Toole, Malheur County Commissioner, had meeting with some local ranchers who proposed revising of roadway. The following ranchers were present: Jeff Davis, who operates Tom Davis Land & Livestock property. They own the only property affected by proposed change. Their ranch is the first place on the N ~~S~~ side of Danner Bridge. Jim Matteri, who owns the first ranch on S side of bridge. Bob Skinner, who owns a ranch approx. 3 miles N of bridge.

This proposed alignment is shown on separate sketch map. Proposed revision will eliminate two right angel turns on N side of Jordan Cr. on one bad curve at S end of bridge. There are two historical sites on N end of this proposed revision. The Charbonneu gravesite and the remains of Inskip Stage Stop (part of stone foundation). Both of these sites are shown on sketch map of alignment change. Niether falls within proposed construction area.

One problem would be an approach fill on N end of proposed structure. This approach fill will block existing overflow channel that presently goes under the existing bridge. Since flood conditions are usually of short duration, this should be no major problem; would probably be necessary to place rip rap along upstream side of approach fill. Also would need culvert under fill to keep form impounding water above fill in overflow channel. Another possib ility would be a short section of channel change in overflow channel to bring this under proposed new structure.

Malheur County officials indicate they would like to include grading and gravel surfacing in proposed contract. On original project request, County indicated they would construct approaches.

One advantage of proposed alignment revision, existing structure could be left in place so there would be no interference with traffic. County had indicated that this road could be closed during construction. No one would be isolated by this closure since there are existing roads on both sides of Jordan Creek. There would be some inconvenience to adjacent ranchers in moving cattle and in haying operations. Also if construction is during the School year there is a school bus that uses this bridge.

Malheur County indicated in project request that they are not intersted in salvaging existing structure. Local ranchers indicate that the Jordan Valley Irrigation District would like to get wooden planks and stringers from old bridge for crossings needed on irrigation ditches. They wouldn't have use for old steel truss.

From solid rock showing on boths sides of Jordan Creek at this site new structure will probably be on spread footing rather than piling. This will, of course, be determined after test borings have been made by Region Drill crew. In order to get the maximum waterway under this proposed structure suggest construction of concrete abutment walls with wing walls on end bents.

Mr Davis indicated that material could be borrowed from their property on south side of Jordan Creek. Also there is an area between existing road and Bow Creek (West of County rd.) that material can be borrowed to make fill. The material from proposed channel change could be used for embankment.
Right of way needed for proposed line revision will be acquired by Malheur County. County officials have requested that our Department prepare descriptions for this right of way.

Estimate of cost based on unit prices from cost analyst section on grading, pit run gravel surfacing, riprap, quard rail and incidental items. Cost for structure of $38/sq. ft. was confirmed by bridge sect.

Pit run aggregate can be obtained from County gravel pit approximately 1 mile from project. Wasted rock from cut sections along the I. O. N. highway could be a source of Riprap.

Fencing shown on easterly side only. Property owner suggested just fencing this side with the fence on both sides tied to bridge ends. Type 1 fence was used to match existing fences.

Utility adjustment should consist of moving two (2) power poles.

Vicinity map and sketch map of proposed alignment change were shown to County officials. They favor the "L" line (revised alignment) and would like to have all grading and other construction included in contract. The increase in estimated cost was discussed with them (County officials) and if funds are available they would like to schedule the construction of this bridge and revised line as planned.

The gravel source mentioned above for pit run surfacing is not owned by County. The County has been using material from this pit at no cost. Pit belongs to Tom Davis Land & Livestock Co.

County would like bolt on Guard Rail on the bridge.

P. F. Burnett
Resident Engineer

9317

Department of Transportation
STATE HIGHWAY DIVISION

P. O. BOX 850 LA GRANDE, OREGON 97850 PHONE: 503-963-3177

March 20, 1979

Hon. E. M. Seuell
251 "B" Street West
Vale, Oregon 97918

RE: Safer Off-System Roads Funds
Jordan Creek (Danner) Bridge Section

Dear Judge Seuell:

We have been notified by the Federal Highway Administration that all available funds for the Safer Off-System Roads Program have been obligated and no additional projects will be accepted for programming. This action by FHWA leaves your project without construction funds and we will not be able to advance the project to contract letting.

Under previous authority from FHWA funds were obligated for preliminary engineering. At this point we need your guidance in determining a course of action for your project. The available options are as follows:

1) Continue with the project through the field work stage then temporarily curtail activity hoping that Congress will authorize funds which are allowed for in the 1978 Surface Transportation Assistance Act.

2) Continue with the project, as per your original request or on a down scoped basis, utilizing your own funds for construction.

3) Consider the limited Special Bridge Replacement Program, or reclassification to the FAS-C system, if eligible.

8

M

I know this must be a very frustrating situation for you but I am requesting your early action as we are holding up work awaiting your decision.

Don't hesitate to call if you have any questions.

Sincerely,

Roger C Lang
ROGER C. LANG
Region Federal Aid Engineer

RCL/crp

cc: Gerald Wimer
P. F. Burnett

Form 734-3122

9317

AL ULLMAN
2D DISTRICT, OREGON

CHAIRMAN, COMMITTEE ON
WAYS AND MEANS
JOINT COMMITTEE ON TAXATION

Congress of the United States
House of Representatives
Washington, D.C. 20515

March 12, 1979

The Honorable E.M. Seuell
Malheur County Judge
P.O. Box 130
Vale, Oregon 97918

Dear Judge Seuell:

Thank you for your recent letter regarding the Off-Systems Roads program. It was good to hear from you and I apologize for being so slow in responding to your questions about the distribution of funds for this program.

As you are perhaps aware, this program was not funded in the fy'79 appropriations; however, some funds were transferred into the program and the announcement went out that states could submit projects. According to the State Highway Department, they put their fy'79 projects in the pipeline for funding. As of March 7, the word came back that the funds were all obligated and no additional projects could be funded this year. It is my understanding that the Danner Bridge, near Jordan Valley, was one of those that the State of Oregon had hoped to fund in fy'79, but will, unfortunately, not be able to do so, now.

Prospects for any funding for this program in fy'80 appear to be very slim. There was no request for funding in the Administration's budget request. A course of action which you might wish to pursue is to apply for funds for this project through the Bridge Replacement and Rehabilitation Program.

Again, thanks for writing to share your concerns with me and let me know whenever I can be of any assistance to you.

Best regards,

Sincerely,

Al Ullman

Al Ullman, M.C.

AU/aw

9317

PROJECT MANAGEMENT OFFICE MEMO

Date 3-8-79

Subject Danner Bridge (Malheur Co SOS Project)

Received (call) (~~visit~~) through Bulien from Ann Warner

Address Rep Ullmans Office

Made (call) (visit) to

Phone 399-5724

Reason for contact and general discussion:

She had old letter from Judge Sewell to answer. Told her I visited with Hale Gilmore of her office 1-30-79. Also several funding changes since then. FHWA allowed the states to program against FY 79 funds on first-come first served basis. This just added projects and used national funds faster than expected. This caused us to pull two jobs (Marion & Jackson) from March 29 bid opening. Also ference problem on Sherman Cos 2-22-79 project. Told her of Duncans letter & possible reply. Alternate Program limited fund SBR

Signature [illegible]

File ( ) ( ) ( ) ( ) ( ) ( ) ( )

Circulate: [✓ PME] LGE OPE FAE [✓ CCE] OM Other

(P) Prange (I) Reynoldson

399-5724

Ann Warner

Rep. Ullmans office

Danner Bridge

SOS PE

cc Bulien
Long } 3-8-79 SW

Date 1-30-79 **PROJECT MANAGEMENT OFFICE MEMO**

Subject Jordan Cr (Danner Br) Malheur SOS File No.

Received (call) (~~visit~~) from Gale Gilmore (Called Harwell)

Address Of Ullman's local office

Made (call) (visit) to Phone 399-5724

Reason for contact and general discussion: He had call from Malheur's (Ontario) New Judge Ernie Sewell (473-3123) expressing concern for lack of full 1979 SOS funding. Told Gilmore the problem. Explained we proceeded as far as we could with 1979 program but it lacked an appropriation until Cusack called yesterday. His go ahead on 1979 program still lacks assurance we can completely obligate all the projects we commit. We will proceed ~~with~~ to obligate these 1979 projects ~~to~~ as long as funds permit. Some could get cut off. Promised to call Sewell

Signature

File ( ) (B) (M) ( ) ( ) (H) ( ) (R) Grange (T) Reynallson N M

Circulate: PMF LGF OPF FAF CIF OM Other

C Lang 2-1 H H

Also told him of Blabac's letter. He planned to contact Duncan's office.

1-31-79 Discussed w/ Sewell. He wrote Ullman, Hatfield & Duncan. He also called their aides and talked w/ Lang & our RE.

cc Bulien 3-8-79 JW

7317

PROJECT MANAGEMENT OFFICE MEMO

Date 1-30-79

Subject Jordan Cr (Donner Bridge) Malheur SOS File No. ______
Also N Fork John Day River Road (Ritter Road) GRANT Co.

Received (call) (visit) from ______

Address ______

Made (call) (~~visit~~) to Roger Long Phone ______

Reason for contact and general discussion:

Says both these 1979 SOS projects have adequate R/W. This means we can proceed with early obligation as soon as Coulter expands both projects from PE only to include construction.

Prange have Reynoldson prepare submittal to Coulter requesting construction authorization. When approved have Hal follow up with Fa Section in securing early obligation

Signature G Wimer

N JP M

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

9317

January 25, 1979

Malheur County Court
Courthouse
Vale, Oregon 97918

Attn: Hon. E. M. Seuell
County Judge

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Jordan Creek (Danner) Bridge Section, SOS-2300(2).

Financial sharing of the preliminary engineering is:

Total P.E.	$15,000.00
Federal Funds	12,900.00
Balance	$ 2,100.00
Local Share:	
$2,100.00	

Please make your check in the amount of $2,100 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

HR:dmc

bc w/AD#581:Vern Skoog-Please return completed AD#581 when check is received.
Region 5 Federal Aid Engineer Roger Lang.

1517

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 4, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90080
Project No. SOS-2300(2)
Jordan Creek (Danner) Bridge Section
Malheur County

Attached data consists of PR-1 form with project maps.

We hereby request the following:

> Authorization to proceed with all phases of preliminary engineering including archeological salvage at an estimated total cost of $15,000 with an obligation of $12,900 in federal funds.

DRH:pf
Attachments

cc: W. E. Schwartz (Region 5)
H. Reynoldson, w/att.

W

H
M

Budget Bureau No. 41-R2067

U.S

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

1-4-79

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
2		Co. Rd., 0.2 mi. N. of Danner		20 DHV 80	---		10	Oregon

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SURV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	PROJECT NUMBER NUMBER 7
3	Preliminary Engineering		▨	▨	▨	▨			SOS-	2300

CARD 4

CLASS OF FEDERAL FUNDS: Safer Off-System Roads

NAME OF URBAN AREA 17-31: - - -

COUNTY NAME: Malheur

ROUTE NO. N

FEDERAL-AID: Non

STATE (32) Co. Rd.* (36)

U.S. (37) - -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"Jordan Creek (Danner) Bridge Section"	0.2	15,000	12,900	- - -	2,100
5					**ROW**							
5					**CONST** (CODE)							

CARD	CODE	PREPARED BY		PROJECT TOTALS				
1	1	DRH		0.2	15,000 (16) (23)	12,900 (24) (33)	---	2,100
1a	14	PROGRAM APPROVAL DATES	10-13-78				REMARKS	

* Danner Road

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

1-4-79

CATION (45 typewriter spaces) Rd., 0.2 mi. N. of Danner	ADT	PRESENT 20 DHV 80	FUTURE ---	YEAR	REGION 10	STATE NAME Oregon	STATE CODE 41
APPN CODE 680	ITEM NO. 90080						

5 typewriter eering	NATL. FOREST	FH ROUTE NO.	SURV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER (S) SOS- / NUMBER 2300 / SEQ. NO. (2)	I. Projects Only: POST MI. / DESIG.

er Off-System Roads

COUNTY NAME Malheur — CODE 045

ROUTE NO. N — FEDERAL-AID Non — STATE Co. Rd.* — U.S. - - -

PROGRAM STAGE ☐ 1 OR ☐ 2

- - -

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
	"Jordan Creek (Danner) Bridge Section"	0.2	15,000	12,900	- - -	2,100	ROW - 60' normal; Access Control-none; Parking Restrictions-none.
DRH	PROJECT TOTALS	0.2	15,000	12,900	---	2,100	

DATES 10-13-78

REMARKS

* Danner Road

-OVER-

USCOMM DUSCOMM-DC 48905-P61

JORDAN CREEK (DANNER) BRIDGE SECTION
PROJECT NO. SOS-2300(2)

Existing Facility:

Roadway -- 18-foot gravelled surface providing 2 way traffic.

Jordan Creek (Danner) Bridge -- Steel truss with wood deck 13-feet wide, 150-foot long.

Adjacent Sections:

Same as roadway above.

Project Data:

Work under this project consists of preliminary engineering all phases, including archeological salvage, for future construction on existing alignment of a prestressed reinforced concrete bridge approximately 150 feet long and 28 feet wide.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

FHPM 4-1-4 Requirements:

1) State Clearinghouse -- A-95 letter of approval dated November 28, 1978.

2) Ida-Ore Regional Planning and Development Assn.,Inc. -- Notice of intent was sent to the Clearinghouse on October 30, 1978 and as the notice has lain before the Clearinghouse more than 30 days without action it is assumed no adverse review or comments will be received.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on Novembe 17, 1978.

FHPM 7-7-5 Requirements:

1) Public Hearings -- Not required under Oregon Action

2) Location/Design -- Not a factor in the development o project.

NOTE:

1) This project is in Congressional District No. 2.

2) Included in FY'79 AP in table of "Projected Federal Obligations and Balances".

TION

surface providing 2 way traffic.

-- Steel truss with wood deck
13-feet wide, 150-foot long.

sists of preliminary engineering all
ical salvage, for future construction
prestressed reinforced concrete bridge
and 28 feet wide.

oads, Water Developments, Historical

A-95 letter of approval dated November
28, 1978.

ng -- Notice of intent was sent to the
nc. Clearinghouse on October 30, 1978
and as the notice has lain before
the Clearinghouse more than 30
days without action it is assumed
no adverse review or comments will
be received.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on November 17, 1978.

FHPM 7-7-5 Requirements:

1) Public Hearings -- Not required under Oregon Action Plan.

2) Location/Design -- Not a factor in the development of this project.

NOTE:

1) This project is in Congressional District No. 2.

2) Included in FY'79 AP in table of "Projected Federal Fund Obligations and Balances".

9317.

January 2, 1979

Malheur County Court
Courthouse
Vale, OR 97918

MISC. CONTRACTS and
AGREEMENTS No. 6856

Attention: Robert L. Morcom
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the Jordan Creek Bridge Section of Danner Road in Malheur County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

9317

1859

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 30, 1978

TO: Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

Frank E. Terpin

FROM: Frank E. Terpin
Location Engineer

SUBJECT: General Permit for Fills in Navigable Waters
Section: Jordan Creek (Danner) Bridge
Highway: Danner Road
County: Malheur County

This letter, with the attached Project Assessment, serves as the advance notice required under Section rr of the Department of the Army Permit referred to in Public Notice 971-OYA-4-002123 pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500).

If additional information is needed, please contact Donald E. Keyes, Location Unit, 212 Transportation Building, Salem OR 97310, telephone 378-6265.

Attachment

cc G. L. Green
J. H. Versteeg
R. W. Ellison
Gary Potter
D. E. Keyes

RECEIVED
NOV 29 1978
ENGINEERING SECTION

Versteeg
copy Christensen
George
Olson
Terpin
copy Sullivan
Scott
Anderson

✓ Trout VP

Do Not File ☐
Return To
Bring Up / /
Action

9317

1.

OREGON ~~.~~OJECT NOTIFICATION ID REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Jordan Creek (Danner) Bridge MALHEUR

DATE: November 28, 1978

The state has reviewed your project and reached the following conclusions:

11/30/78
cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Div.
B. L. Gifford
Region 5 Eng.
District 14 Eng.

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as submitted~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
DEC 1 '78
REFER TO
FOR
Info [illegible] R/D D/R Sign Act File

NOTED
H.S. COULTER

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

☐

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
12-30-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

NOV 22 1978

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7811 2 140 Due Date: NOV 27 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

See attached comments

gency Fish & Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 11/21/78

The Oregon Department of Fish and Wildlife has no objection to the Jordan Creek (Danner) Bridge replacement providing the following stipulations are observed during construction.

1. Equipment operation within the actively flowing stream is confined to the period of August 1 through March 31.

2. Adequate measures are taken to minimize turbidities which could result from construction.

3. No pollutants, especially but not limited to petroleum products, fresh concrete, and silt are allowed to enter the waterway.

4. Soils disturbed by the project are stabilized and revegetated.

5. All project debris is removed from the stream to above the high water line so that it cannot be carried away by freshet flows.

6. Please coordinate the planning and implementation of this project with our district fish biologist, Bill Hosford. His office phone number is Hines 573-6582.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

NOV 2[illegible]

Project #: 7811 2 [illegible] Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
NOV 7 1978
DIVISION OF STATE LANDS

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal.
- ( ) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

gency Lands By

Form FHWA 121 (Rev. 5-73)

9317

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 17, 1978

In reply refer to: HFO.4/5-OR

SUBJECT: Oregon Project SOS-2300(-)
Jordan Creek (Danner) Bridge
Danner Road, Malheur County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
Salem, Oregon

The project assessment submitted with Mr. Potter's October 25, 1978 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

P V Reed
G. L. Green
for

cc:
ODOT (D H Moehring)
OSHD (Reg 5, Env)

Environmental Section
November 21, 1978

D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
W. E. Schwartz
C. D. Hiatt
Vernel Moore
John Preston
Gerald Wimer
B. L. Gifford (2)
Don Keyes (8)

H
Don K

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

SOS-2300(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 25, 1978
Section Jordan Creek (Danner) Bridge
Unit (if appl)
County Malheur
City
Highway Danner Road
State Hwy. No.
Termini: M.P.(if appl)
Length 0.2
Region 5
Construction Estimate $250,000
Program Amount

B. Purpose of Project:

To replace narrow substandard structure that will not accommodate modern day farm equipment widths.

C. Origin & History of Project:

Structure fabricated and erected approximately 65 years ago. Severe weight, width and height restrictions cause undue expense to ranchers in the area.

County Court has established this structure as number one SOS priority.

D. General Description of Project:

Construct prestressed reinforced concrete slab span bridge, approximate length 150'x28' wide.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 1 ; Med. ____ ; Shldrs. ____ ; Parking ____
Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. ____ ; Parking

Traffic: Existing Facility: Existing ADT 50-100* ; Projected ADT ____ ; Yr. ____
Existing Level of Service Inadequate

Proposed Facility: Projected ADT ____ ; Yr. ____
Projected Level of Service ____

*ADT is estimated. No data available.

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels________
Yes, No Easement for detour.

Acres________; Type of Relocation Req. None ; No.__________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials to be obtained from existing sources and/or commercial sources. No waste disposal problem anticipated.

Type of Structure(s):

Prestressed reinforced concrete.

Brief Description of River or Stream and Type of Involvement, if any:

Jordan Creek is non-navigable stream which flows into the Owyhee River. Stream flows are normally reduced because of irrigation storage requirements. Impact of new structure on stream is expected to be less than the existing structure.

Local City, County or COG priorities of project:

Number one County priority on SOS Program. Project has been long delayed because of lack of funds.

FHWA and/or OSHD approvals given, if any:

None.

Location or Design Alternatives (identify and describe):

Project is utilizing existing right of way corridor.

Other Descriptive Information or Comments:

Roadway may be closed during construction; alternate route is available.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Project lies in Danner Valley. Approximate elevation is 4,125 feet near lava beds in rolling lands. Surrounding mountains rise to an elevation of 5,450 feet to the south and north. Soils support sagebrush and grasses; willows are abundant along stream. Wildlife in the area ranges from antelope, deer, rabbits, varmints and other numerous species native to eastern Oregon. Few, if any, native fish are in the stream; no anadromous fish are in the stream.

2. Cultural:

Cultural development is limited to large scale cattle ranching. Jordan Valley, population 210, lies about 14 miles east. Some recreation-oriented travelers are drawn to the area.

Valley meadows are sustained through arid summer months by diverting portion of the stream floor for irrigation purposes.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None.

2. Estimated Impact on Traffic Patterns:

None.

Consequences--Air Quality, Noise, Safety, etc.:

None. No air quality study needed.

3. Estimated Impact on Land Use:

None.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Construction of bridge will not create any impact on natural ecological resources.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

Cultural resource survey may be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None.

7. Potential for Controversial Issues:

None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N/A

b. Noise Standards

A noise study report is required.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

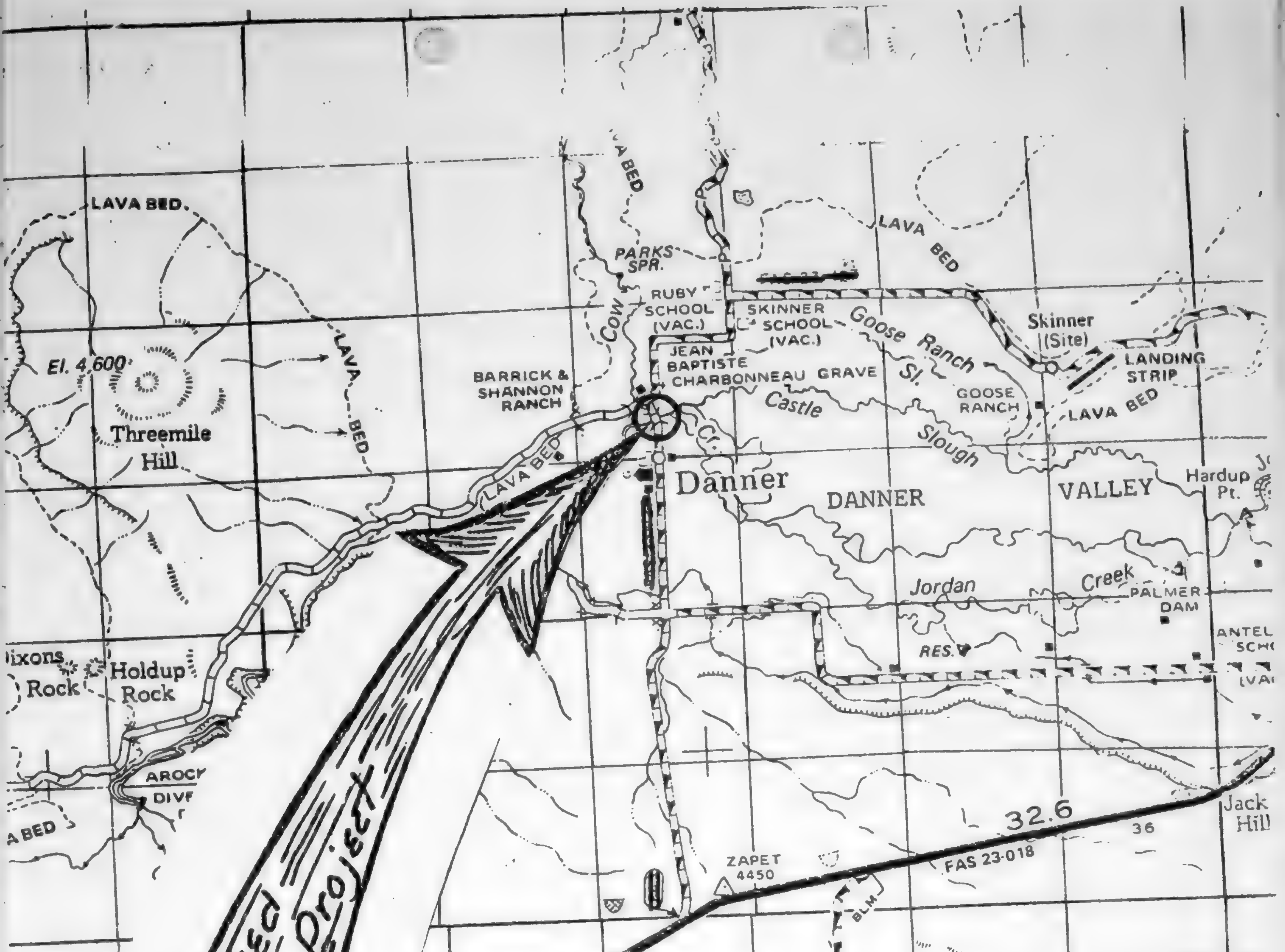
Project is consistent with land use transportation plans and zoning within the County.

C. Recommended Type of Action and Documentation:

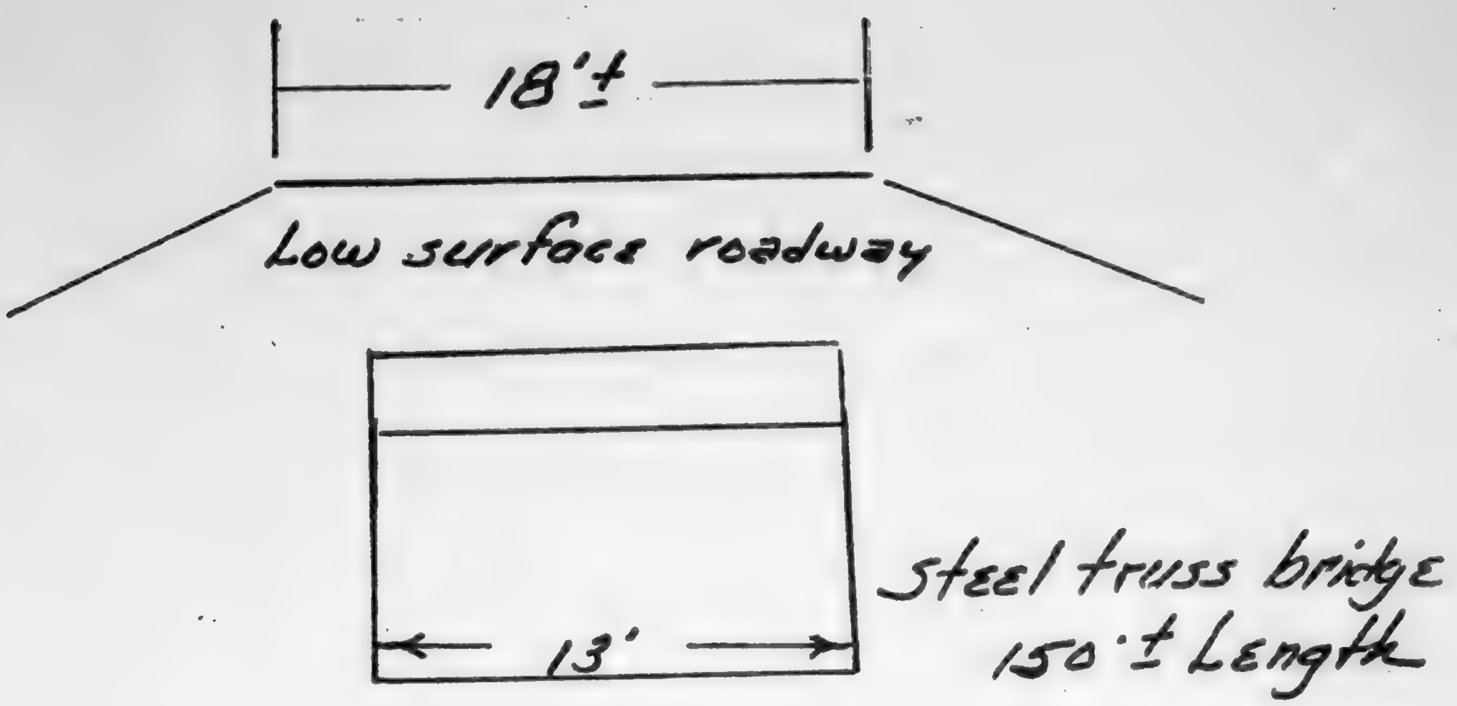
-------------MAJOR ACTION------------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Project is confined to existing right of way, replacement of existing structure, minimal impact upon environment.

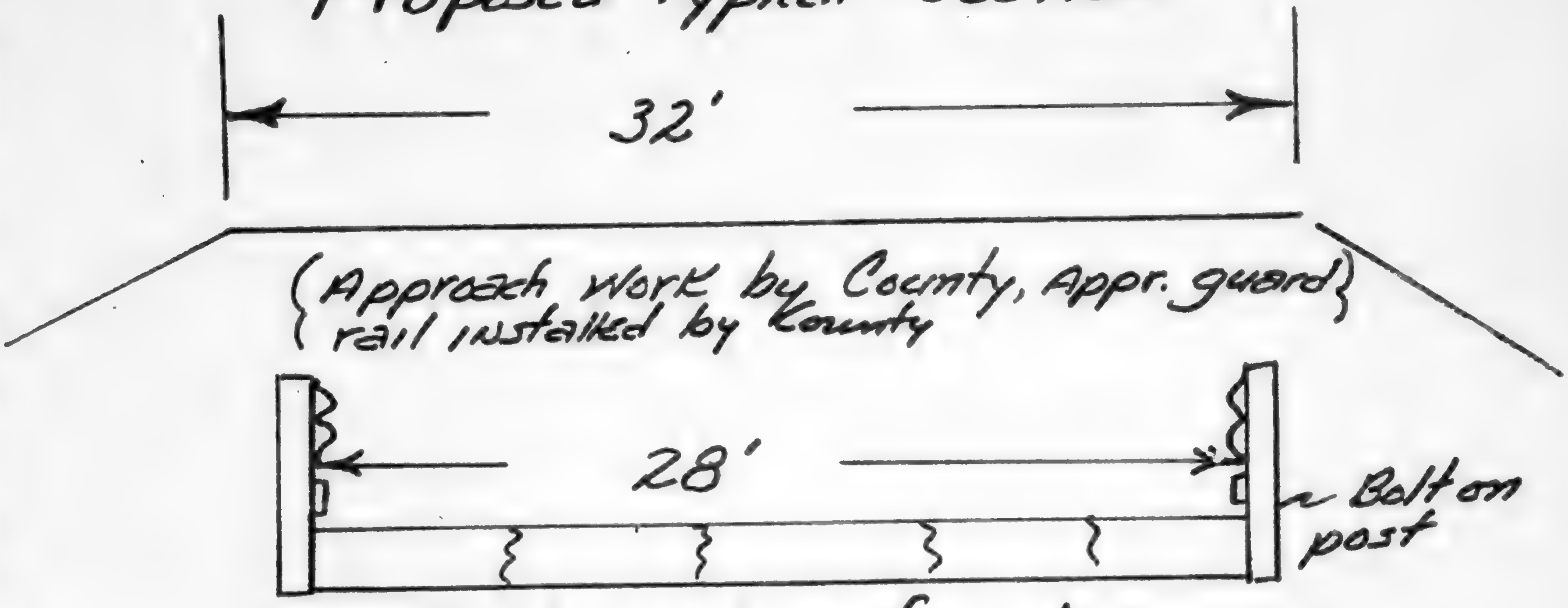
D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


Proposed SOS-R Project
LAVA BED
LAVA BED
LAVA BED
LAVA BED
LAVA BED
LAVA BED
El. 4,600
Threemile Hill
PARKS SPR.
Cow
RUBY SCHOOL (VAC.)
SKINNER SCHOOL (VAC.)
Goose Ranch Sl.
Skinner (Site)
LANDING STRIP
JEAN BAPTISTE CHARBONNEAU GRAVE
BARRICK & SHANNON RANCH
Castle Cr.
Slough
GOOSE RANCH
Danner
DANNER VALLEY
Hardup Pt.
Jordan Creek
PALMER DAM
RES.
Dixons Rock
Holdup Rock
AROCK DIVE
ZAPET 4450
32.6
36
FAS 23-018
Jack Hill
BLM
95
Rock Creek Res.
Rock Flat
Cr.
ROAD
DAM
GREELEY RESERVOIR
Creek
BLM
EIGUREN RESERVOIR
NOON RES.
HIM HFS
ENT

Existing Typical Section


18'±
Low surface roadway
13'
Steel truss bridge
150'± Length

Proposed Typical Section


32'
(Approach work by County, Appr. guard rail installed by County)
28'
Bolt on post
Prestressed reinforced conc. slab span

9317

(#2)

2.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 30, 1978

TO: Executive Department
Federal Aid Coordination Unit

Ida-Ore Regional Planning and
Development Assn., Inc.
P.O. Box 311
Weiser, Idaho 83672

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 14
Section: Jordan Creek (Danner) Bridge, Malheur Co.
Highway: Danner Co. Rd.
County: Malheur

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be November 30, 1978.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 5 W. E. Schwartz
District 14 C. D. Hiatt
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENG.
NOV 3 '78
REFER TO
FOR
File
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Inves
Info

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Jordan Creek (Danner) Bridge, Malheur Co.

11 12] PROJECT LOCATION—CITY: Danner Co. Rd. — PROJECT LOCATION—COUNTY: Malheur — PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 [71

06 12] To replace narrow substandard structure that will not accommodate modern day farm [71

07 12] equipment widths. [71

08 12] [71

09 12] Construct prestressed reinforced concrete slab span bridge, approximate length [71

10 12] 150' x 28' wide.

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
215,000	- - -	- - -	35,000	- - -	250,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 [71

14 12] FEDERAL PROGRAM TITLE [79: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 10/30/78

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: November — 43] DAY [44: 30 — 45] YEAR [46: 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 10/30/78

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

SOS-2300(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 25, 1978

Section Jordan Creek (Danner) Bridge

Unit (if appl)

County Malheur

City

Highway Danner Road

State Hwy. No.

Termini: M.P.(if appl)

Length 0.2

Region 5

Construction Estimate $250,000
Program Amount

B. Purpose of Project:

To replace narrow substandard structure that will not accommodate modern day farm equipment widths.

C. Origin & History of Project:

Structure fabricated and erected approximately 65 years ago. Severe weight, width and height restrictions cause undue expense to ranchers in the area.

County Court has established this structure as number one SOS priority.

D. General Description of Project:

Construct prestressed reinforced concrete slab span bridge, approximate length 150'x28' wide.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 1 ; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 50-100* ; Projected ADT ____; Yr. ____

Existing Level of Service Inadequate

Proposed Facility: Projected ADT ____; Yr. ____

Projected Level of Service ____

*ADT is estimated. No data available.

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels________
Yes, No Easement for detour.

Acres________; Type of Relocation Req. None ; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials to be obtained from existing sources and/or commercial sources. No waste disposal problem anticipated.

Type of Structure(s):

Prestressed reinforced concrete.

Brief Description of River or Stream and Type of Involvement, if any:

Jordan Creek is non-navigable stream which flows into the Owyhee River. Stream flows are normally reduced because of irrigation storage requirements. Impact of new structure on stream is expected to be less than the existing structure.

Local City, County or COG priorities of project:

Number one County priority on SOS Program. Project has been long delayed because of lack of funds.

FHWA and/or OSHD approvals given, if any:

None.

Location or Design Alternatives (identify and describe):

Project is utilizing existing right of way corridor.

Other Descriptive Information or Comments:

Roadway may be closed during construction; alternate route is available.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Project lies in Danner Valley. Approximate elevation is 4,125 feet near lava beds in rolling lands. Surrounding mountains rise to an elevation of 5,450 feet to the south and north. Soils support sagebrush and grasses; willows are abundant along stream. Wildlife in the area ranges from antelope, deer, rabbits, varmints and other numerous species native to eastern Oregon. Few, if any, native fish are in the stream; no anadromous fish are in the stream.

2. Cultural:

Cultural development is limited to large scale cattle ranching. Jordan Valley, population 210, lies about 14 miles east. Some recreation-oriented travelers are drawn to the area.

Valley meadows are sustained through arid summer months by diverting portion of the stream floor for irrigation purposes.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None.

2. Estimated Impact on Traffic Patterns:

None.

Consequences--Air Quality, Noise, Safety, etc.:

None. No air quality study needed.

3. Estimated Impact on Land Use:

None.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Construction of bridge will not create any impact on natural ecological resources.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

Cultural resource survey may be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None.

7. Potential for Controversial Issues:

None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N/A

b. Noise Standards

A noise study report is required.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

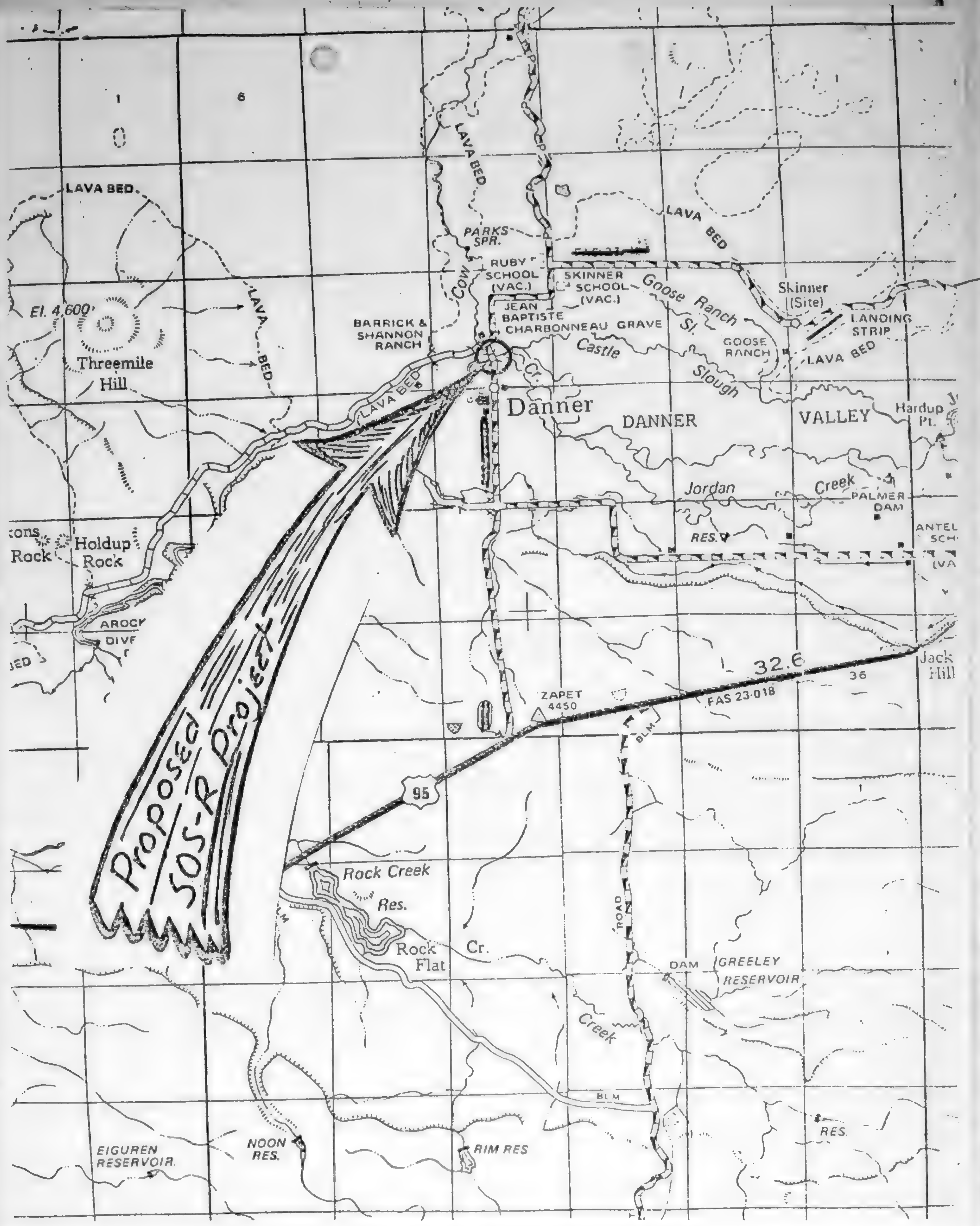
Project is consistent with land use transportation plans and zoning within the County.

C. Recommended Type of Action and Documentation:

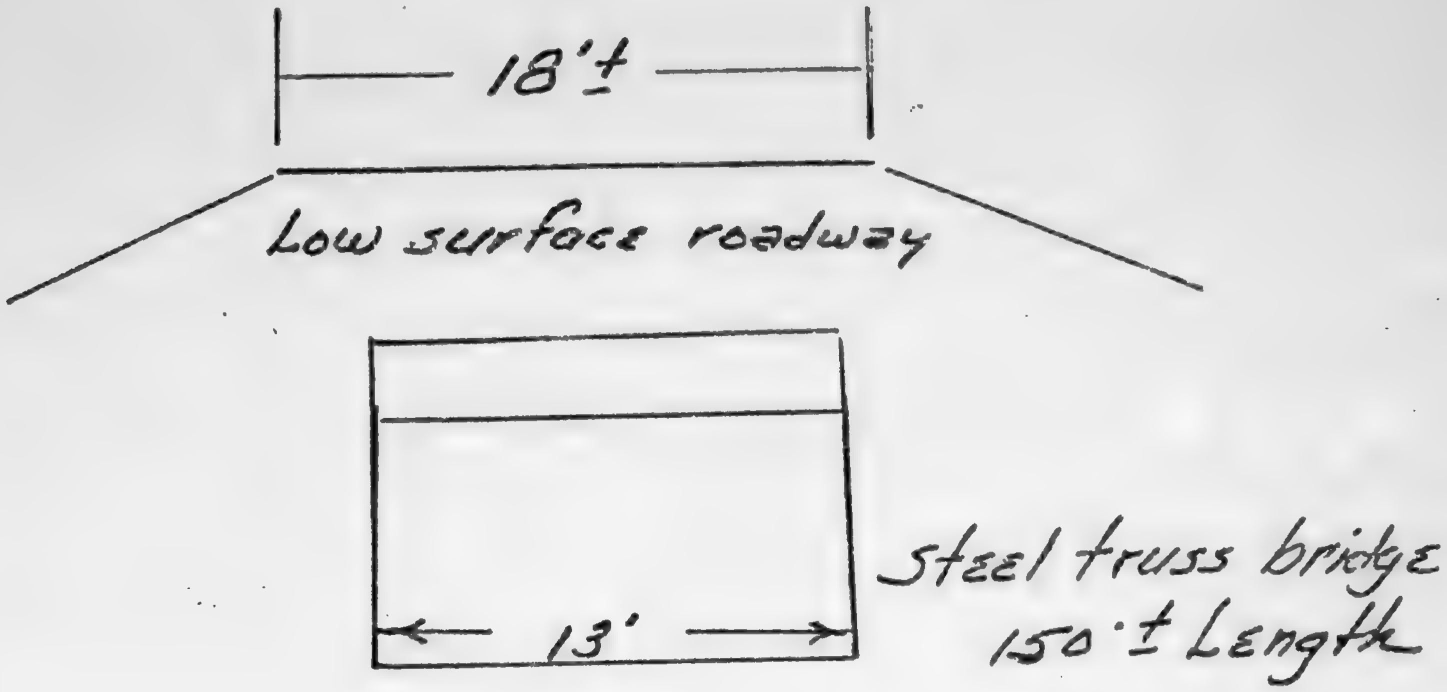
-------------MAJOR ACTION------------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Project is confined to existing right of way, replacement of existing structure, minimal impact upon environment.

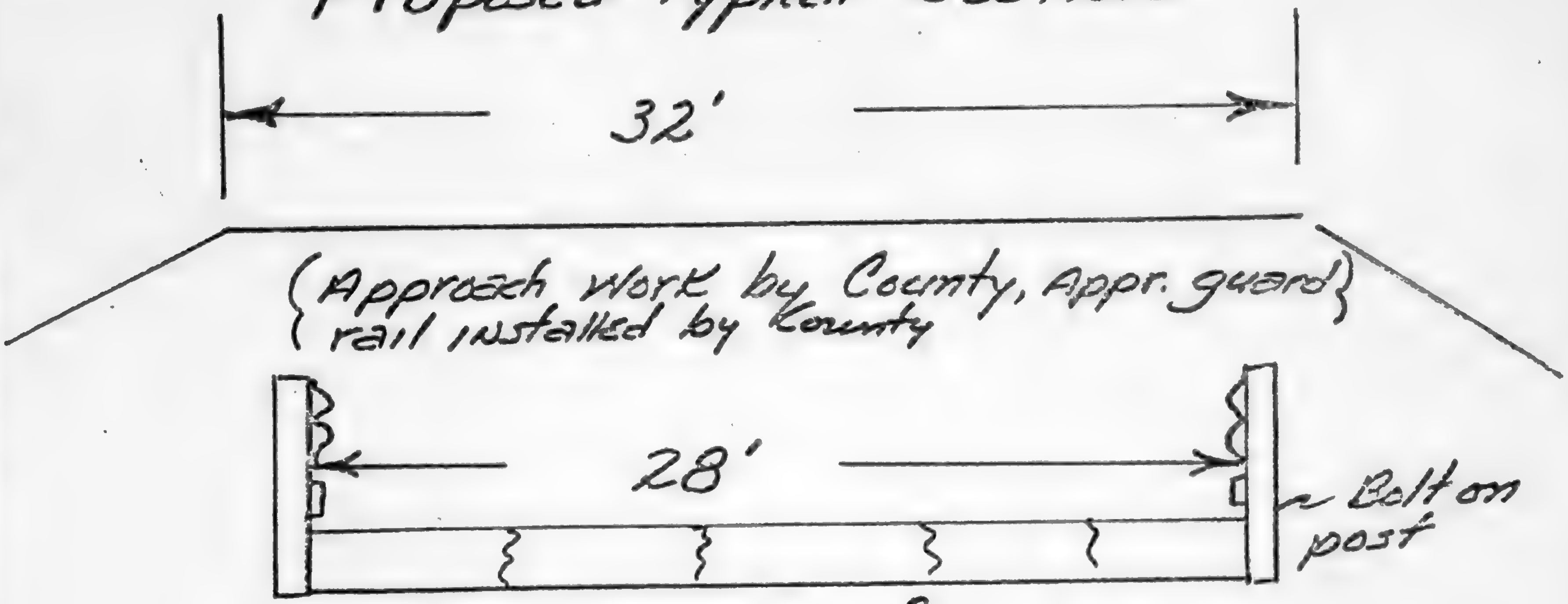
D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


Proposed SOS-R Project
LAVA BED
LAVA BED
LAVA BED
LAVA BED
LAVA BED
LAVA BED
El. 4,600'
Threemile Hill
PARKS SPR.
RUBY SCHOOL (VAC.)
SKINNER SCHOOL (VAC.)
Cow
BARRICK & SHANNON RANCH
JEAN BAPTISTE CHARBONNEAU GRAVE
Goose Ranch Sl.
Skinner (Site)
LANDING STRIP
GOOSE RANCH
Castle Cr.
Slough
Danner
DANNER
VALLEY
Hardup Pt.
Jordan
Creek
PALMER DAM
RES.
Holdup Rock
Rock
AROCK DIV
32.6
36
Jack Hill
ZAPET 4450
FAS 23-018
BLM
95
ROAD
Rock Creek Res.
Rock Flat
Cr.
DAM
GREELEY RESERVOIR
Creek
BLM
EIGUREN RESERVOIR
NOON RES.
RIM RES
RES.

Existing Typical Section


18'±
Low surface roadway
13'
Steel truss bridge
150'± Length

Proposed Typical Section


32'
{Approach work by County, Appr. guard}
{rail installed by County
28'
Bolt on post

Prestressed reinforced conc.
slab span

9317

October 12, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Road Projects

On the Consent Calendar for the October 24, 1978 meeting will be a request for one SOS-R construction project and PE only for 16 other SOS-R projects.

Wasco County is requesting the construction of the Upper White River Bridge on Crossing Road for an estimate cost of $180,500.

Baker County is requesting a PE project on the Powder River Bridge section on Beaver Creek Road. The estimate cost of the survey is approximately $12,000.

The PE project represented by Benton County is for portions of Soap Creek and Sulphur Roads. The estimated cost is approximately $25,000.

The PE project request for Clackamas County is for the Bonnie Lure Park Bridge on Doughty Road. The estimated cost is approximately $25,000.

Crook County is requesting a PE project on the Old Dry Creek-Ochoco Highway Section on Mill Creek Road. The estimated cost is approximately $10,000.

Grant County is requesting a PE project on N. Fork John Day River Bridge on Ritter Road. The estimated cost is approximately $25,000.

The PE project requested by Klamath County is on Sprague River Bridge on Godows Spring Road and estimated to cost approximately $15,000.

Linn County is requesting a PE project on the Thomas Creek Bridge on Jordan Road. The estimated cost is approximately $25,000.

The PE project requested by Malheur County is for the Jordan Creek Bridge on Danner Road. The estimated cost is approximately $15,000.

Umatilla County is requesting a PE project on two bridges (Sumac and Platt) over McKay Creek on McKay Creek Road. The estimated cost is approximately $25,000.

Washington County is requesting a PE project for two bridges over Rock Creek (MP 0.78 and MP 0.96) on NW 185th. The estimated cost is approximately $25,000.

The request for a PE project by the Willamette National Forest is for replacing guardrail at different locations along Rigdon Road and on South Fork Road. The estimated cost is approximately $25,000.

The request for a PE project by Lincoln County Road District Coronado Shores is for resurfacing their existing roads. The estimated cost is approximately $7,500.

Clackamas County is requesting the PE on two special safety projects-one at the intersection of Skogen Road and 362 Drive and the other between MP 0.5 on MP 1.0 on 232 Drive. The estimated cost is approximately $9,500.

The PE requested by Umatilla County is to improve the intersection of Powerline Road and Hwy 730. The estimated cost is approximately $4,000.

Special Road District #4 in Deschutes County is requesting the PE for the replacement of the bridge over the Little Deschutes River on Bridge Drive. The estimated cost is approximately $5,000.

The Federal funds required for these projects is estimated to be $372,810 and the matching funds by the local governmental entities is $60,690.

These projects have been investigated and are eligible for funding under the Safer Off-Systems Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

HR:lml

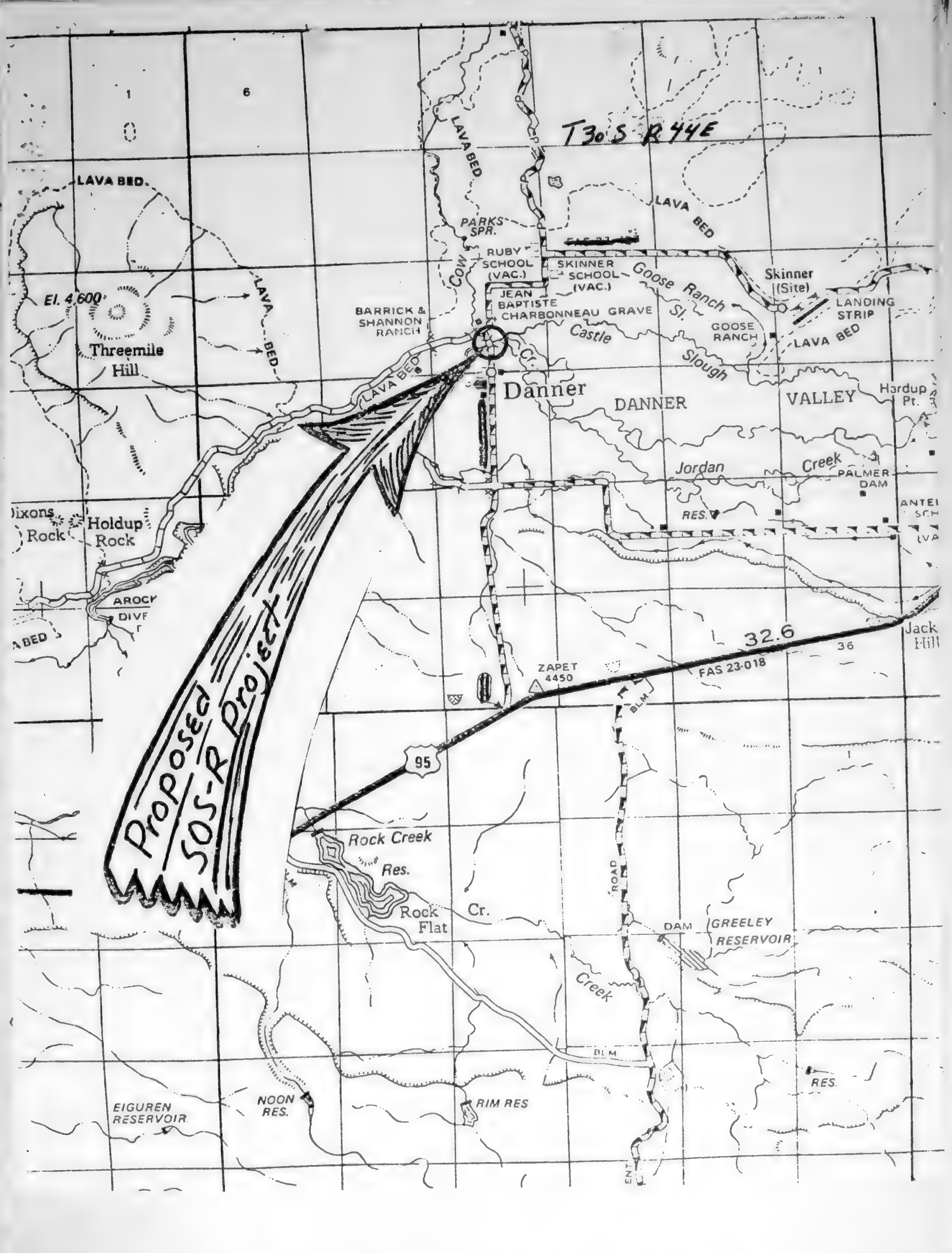
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
George Bell
D. N. Harwell
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
A. Shirley, Jr.
Dale Allen
W. E. Schwartz

Malheur County
Safer Off System Road Project

Jordan Creek (Danner) Bridge Section
Malheur County
PE Only
$15,000

For the construction of a reinforced bridge approximately 150 feet long with a roadway 28 feet wide. County will construct the approaches and install the guard rail. County will obtain any necessary additional R/W. Road can be closed during construction.

Engineering by state.



T30S R44E
Proposed SOS-R Project
LAVA BED
LAVA BED
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LAVA BED
El. 4,600
Threemile Hill
PARKS SPR.
RUBY SCHOOL (VAC.)
SKINNER SCHOOL (VAC.)
JEAN BAPTISTE CHARBONNEAU GRAVE
BARRICK & SHANNON RANCH
Cow Cr.
Goose Ranch Sl.
Castle Slough
Skinner (Site)
LANDING STRIP
GOOSE RANCH
Danner
DANNER VALLEY
Hardup Pt.
Jordan Creek
PALMER DAM
RES.
Dixons Rock
Holdup Rock
AROCK DIVE
32.6
36
FAS 23-018
ZAPET 4450
Jack Hill
95
BLM
ROAD
Rock Creek Res.
Rock Flat
Cr.
Creek
DAM
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BLM
RES.
EIGUREN RESERVOIR
NOON RES.
RIM RES
1
6
1

STATE OF OREGON

9317

INTEROFFICE MEMO

TO: FILES

DATE: October 6, 1978

FROM: Gerald W. Wimer
Local Government Manager

SUBJECT: Early PE
SOS Program

Don Harwell and I met with the AOC-TAC Thursday, October 5, 1978. I pointed out another $500,000 or slightly more could be committed now to additional Group III projects.

Two options exist:

1) Select the next rank order projects or

2) Set aside enough funds to perform PE on the likely 1979 Group Three projects and then the next rank order projects as far as funds go.

Don Harwell objected to number 2 until D. E. Swan indicated the FHWA wouldn't expect a pay back if Congress cancelled the program. With my recommendation the TAC concurred with number 2 based on Swan's input. Al Driver promised to advise Lee Elder, Chairman of the AOC Parks and Transportation Committee, and make certain he agrees. Harwell indicates Noel Klein previously told him anything AOC wanted to do LOC wouldn't object to. Vern Cusack also believes FHWA wouldn't expect repayment for the PE if Congress cancelled the program plus he pictures the pending Federal Legislation having some form of Off-System recognition. He also confirmed FHWA agrees we can program PE one year and construction another.

GWW:dmc
cc: Federal Aid Engineers
Hal Reynoldson
Bill Penhollow
Noel Klein
Vern Cusack

81-125-1387

7317

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
January 25, 1978

FROM: R. C. Lang
Region 5 Federal Aid Engineer

RC Lang

TO: Gerald Wimer, Manager
Local Government Programs

SALEM

SUBJECT: Proposed SOS-R Project
Jordan Creek (Danner) Bridge
Danner Road, No. 995
Malheur County

Enclosed is project application received from Malheur County concerning the Jordan Creek (Danner) Bridge.

This structure replacement has long been needed; however, other priorities and lack of funds have delayed the project. The project is now the number one priority on the SOS-R program.

The project cost estimate has been reviewed and found to be reasonable. An Authority for Survey showing the State's anticipated cost is enclosed.

The draft project assessment is being reviewed by Jim Kennedy, Region Environmentalist. Upon completion, the assessment will be forwarded to the Environmental Unit.

Please log in the project request and hold until June 30 when priority lists are established under the terms of the SOS-R Agreement.

RCL:sh
Enclosures

cc Judge Hirai w/attach
Gary Potter
Harold Brainerd "
Region 5 R/W "
P. F. Burnett "
Vern Moore "
H. W. Gerlach "

PROJECT MANAGEMENT
PME ☒
LGE
CCE ☐
FAE ☐
OM ☐
OPE ☐
JAN 26 1978
TAA Zehner
File: ~~M~~ PM LG FA OP

Form 81-734-3030 931-   JDB0001   14

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section	Jordan Creek (Danner) Bridge	Date	January 24, 1978
Highway	County Road No. 995	Authorization No.	1
County	Malheur	Survey Prefix (Assigned by Salem office)	SEE BELOW

Description of termini, route, length, etc.:

At crossing of County Road No. 995 and Jordan Creek. Approximate length of survey 0.2 mile.

Free County Design State Funds Bridge (906) $3,000 Prefix 223-147

Purpose of survey:

Prepare plans, specifications and estimate of costs.

Bridge design to be accomplished at no cost to the County under provisions of ORS 369.210.

Federal Aid Funds $8,000 Prefix 223-1979

Estimate of cost:

Field	901	2,500
Final Design	905	500
Liaison	913	250
Hydraulics	918	1,000
Specifications	921	750
Found. Expl.	926	3,000

S0S-2300(2)
1-17-79

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Roger C Lang
Region Federal Aid Specialist [redacted]

Recommended for Approval: Dale D Allen
Regional Engineer

Recommended for Approval: Frank E. Pespin
Location Engineer

Approved:
Tech. Serv. Mgr. ~~Assistant State Highway Engineer~~ XXXXXXXXXXXXXX

SP*19780-734

N M

7317

FEDERAL AID PROJECT REQUEST

Date January 6, 1978

Applicant Agency Malheur County
Request for: Off-System X , FAS-C _____, FAUS _____ Project
Federal Aid Route No. N.A. Route Name Danner Road, No. 995
Project Name Jordan Creek (Danner) Bridge

Project Length 0.2 mile(+-) Project Location (Attach sketch map)
Project Description Construct prestressed reinforced concrete bridge.

Average Daily Traffic 50-100 estimated Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18' Travel Lanes 2 Shoulders None
Medians N.A. Parking N.A.
Sidewalks N.A.
Remarks Danner Road is low surface type road.

2. Desired Roadway Cross Section: (Attach sketch)

Width ~~32'~~ 20' Travel Lanes 2 Shoulders N.A.
Medians None Parking N.A.
Curbed N.A. Length Curb Radii N.A.
Sidewalk/Bikeway N.A.
Remarks County to construct low surface approaches and install guardrail furnished under contract.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum _____ Maximum _____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes _____ No X

3. Will additional right-of-way be needed? Yes _____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes _____ No _____
Remarks _____

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA JAN 20 1978 ☐
RECEIVED
REGION 5 OFFICE

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

N.A.

2. **Proposed Signalization:**

Location N.A.

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? N.A.

4. **Permanent Striping:**

Include in project or by applicant? N.A.

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

N.A.

2. **Proposed Illumination:**

Location N.A.

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Jordan Creek (Danner)

Type Steel Truss - Wood Deck

Approach Roadway Width 16' Shoulder Width None

Length 150' Width 13'

To remain in place? No

2. **Proposed Structure:**

Location Jordan Creek (Danner)

Approximate Size: Length 150' Width 28'

Are sidewalk/bikeways desired: No. Remote rural setting does not justify cost.

Are any utilities to be attached to structure? No.

Are provisions for illumination desired? No.

Are there any unusual or complicating conditions? No.

Remarks Road may be closed during construction. County does not wish to salvage existing structure.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No X

Name of Railroad_____
Existing Crossing Protection_____

2. Will existing railroad crossing be altered?_____

Remarks_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	County Judge Roy Hirai Office
2.	Environmental	" " " " Office
3.	Public Hearing	" " " " Office

Remarks_____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant_____ State X Consultant_____

2. Project construction engineering to be performed by:

Applicant______ State X Consultant______

3. Will applicant perform any work prior to or after award of contract?

Yes X No______

If "yes," describe briefly: County will install guardrail furnished under contract and construct bridge approaches. County to obtain construction easements if required.

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	235,500
Railroad	
Other Furnish Guardrail	8,000
Preliminary engineering	6,500
PROJECT TOTAL	$ 250,000

Remarks County is requesting bridge design at no cost as provided for by ORS 369.210.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or Malheur COUNTY

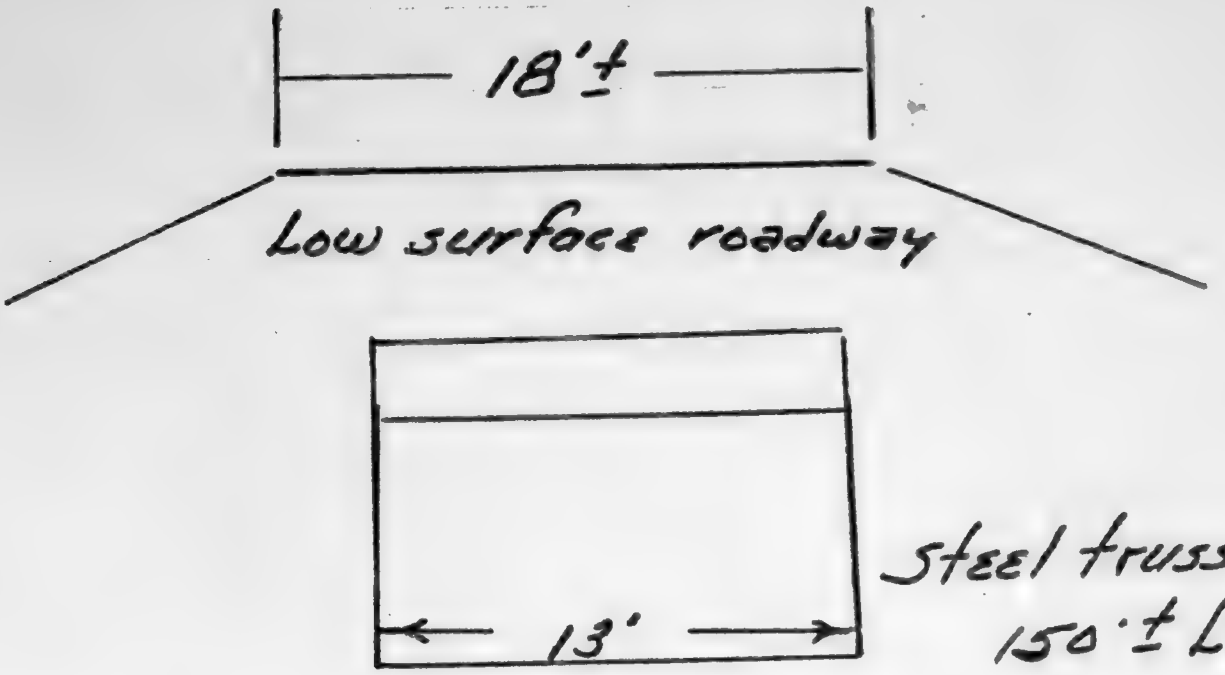
By______ By Ray Hirai

By______ By______

By M A Toole

(1976)

Existing Typical Section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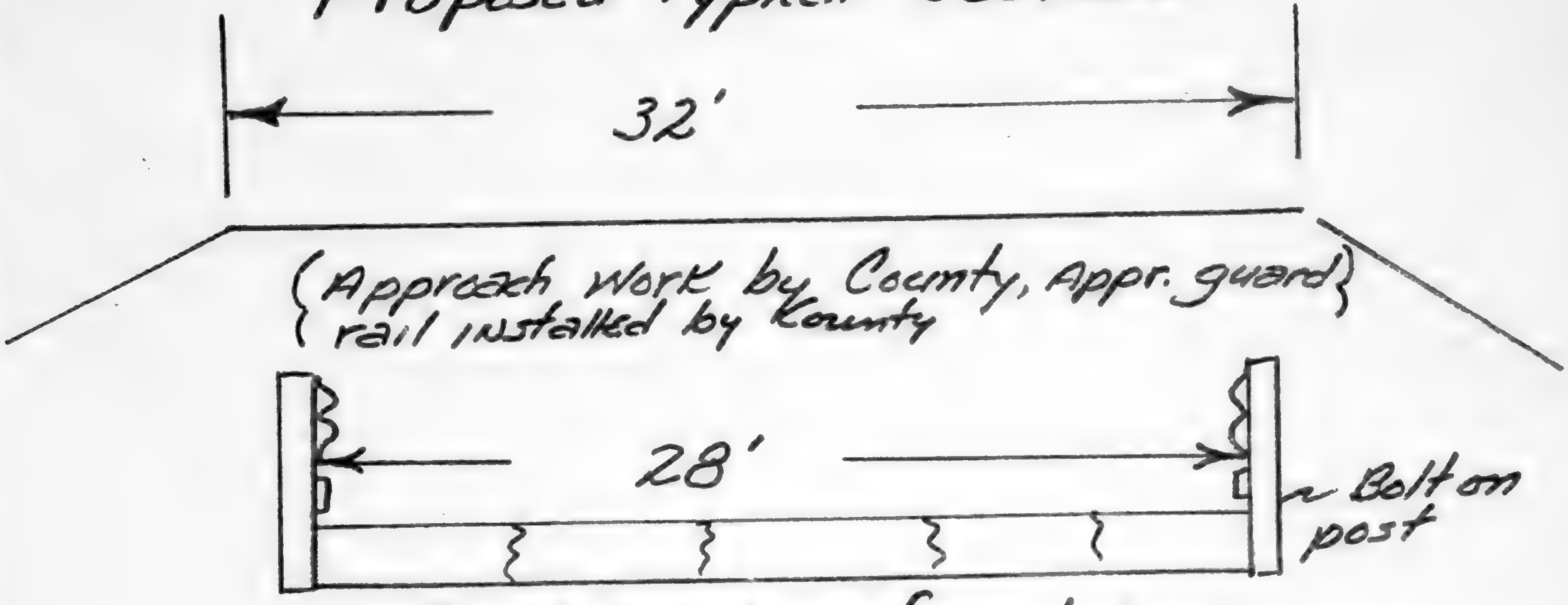
Steel truss bridge
150'± Length

Proposed Typical Section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Prestressed reinforced conc.
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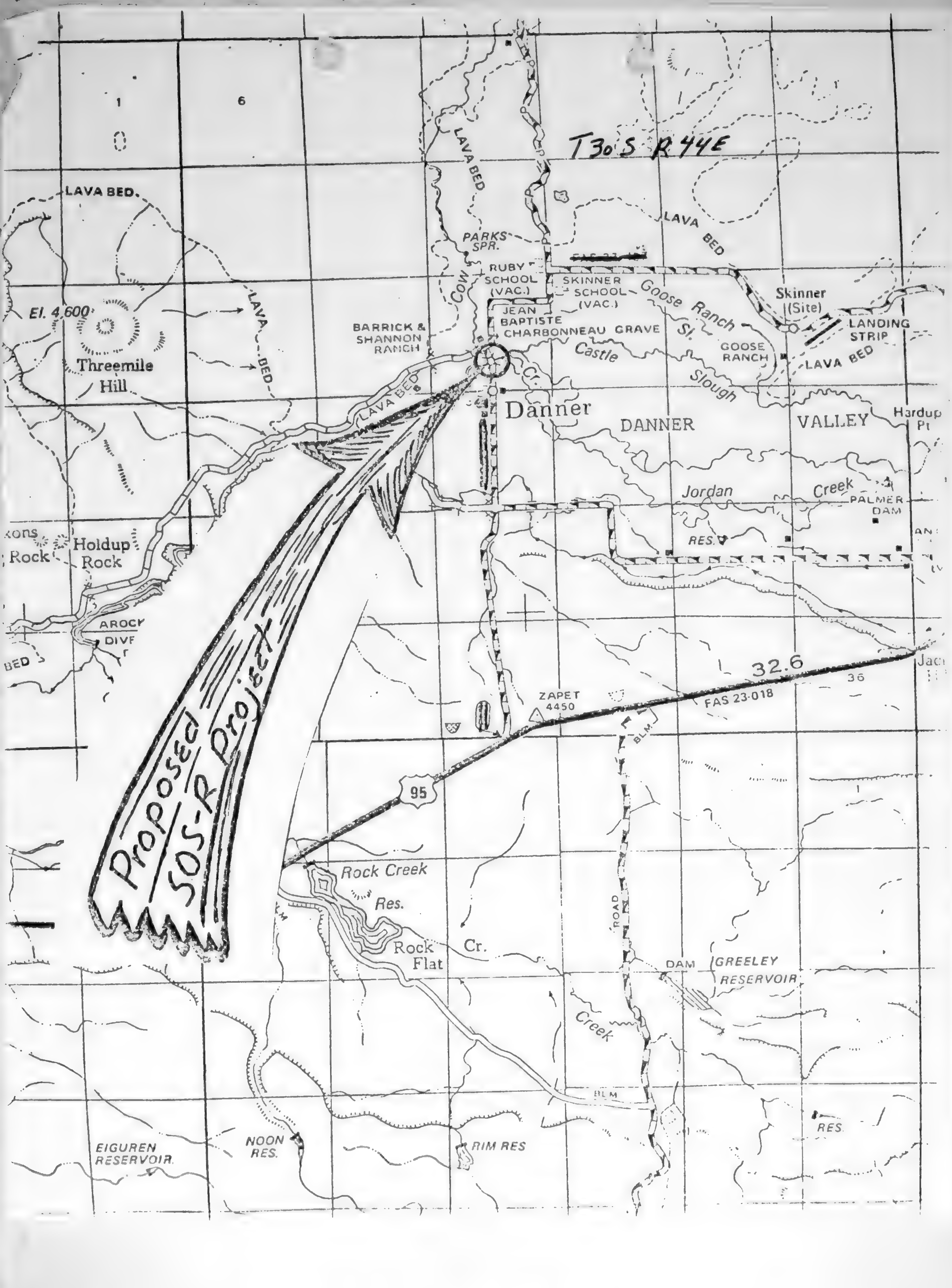
T30S R44E
Proposed SOS-R Project
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GREELEY RESERVOIR
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RES.
EIGUREN RESERVOIR
NOON RES.
RIM RES

1981 Boone Rd. SE-Barnes Ave. 9318
SE (Salem) Sec. of the Pacific
Hwy. East. (Gr., pav. & sig.)

-9318

Salem

NARRATIVE REPORT

Pacific Highway E. @ Hilfiker Rd. SE (Salem)
FA No. HES-26(30)

Contract No. 9318 Prefix 24-1055

February 1984

The contract was awarded March 22, 1983 and the successful contractor, Cherry City Electric Co. of Salem began work on June 3, 1983 and second notification was dated October 21, 1983.

The project was constructed according to the plans and special provisions with no major conflicts or problems.

One revision was made to the striping and signing plan to add a right turn only lane for traffic southbound on Pacific Highway East.

The contractor used the allotted time of 200 calendar days.

There are no claims pending on the project.

1 Versteeg ✓
Anderson
3 Adams A
kw 4 Macnab
Edwards
Turpin
Trout
Wakerlig

RECEIVED
MAR 2 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Pacific Hwy East @ Hilfiker Rd. SE
Highway: Pacific East
County: Marion

Contract: 9609
Prefix: 24-1086
FA No.: HES-26(30)

Item No.	Item	Unit	Original	SemiFinal	±%
	Bid Items	$	60,136	57,671.48	- 4%
	Anticipated Items	$	13,350	11,128.47	-16.6%
	Contingencies	$	3,306.87	775.80	-76.6%
	Engineering	$	7,348.60	7,350	0.0
	EWO #1			102.06	0.0

All substantial changes were evaluated and only these listed below meaningfully affected the total project cost.

5	Flagman	Hour	130	32	-75%

Sufficient flagging hours were used for traffic control.

8	Treated Base	Ton	240	136.82	-43%

Sufficient treated base was used to construct typical section between stations specified in plans.

1 Versteeg ✓
Anderson
2 Adams A
(kr) Cy Macnab
Edwards
Turpin
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Wakerlig
RECEIVED
MAR 2 1984
ROAD DESIGN SECTION
Do Not File ☐
Return To
Bring Up ____/____/____
Action

1318 4-11-83 B

nig cc: OSHD (Mr C lter)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER 10	**REPORT NUMBER** 2	**COUNTY** Marion		**DIVISION** Oregon
DATE OF REPORT 4-11-83		**REPORT MADE BY** W. H. Kappus, Area Engineer		**PROJECT NO.** F-HES-26(26)
COMPLETION DATE 2-8-82		**ACCEPTANCE DATE BY CONTRACT AGENCY** 6-14-82	**TIME ELAPSED** 209/200 = 104.5 %	**CONTRACT TIME** 200 CD
APPROVED EXTENSIONS --		**LOCATION** South Commercial Street from Boone Road SE. to Barnes Avenue SE. in Salem, Oregon		

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BOONE ROAD SE. - BARNES AVENUE SE.
PACIFIC HIGHWAY EAST
Grading, Paving & Signals

This project provided for the oonstruction of a left-turn median lane and the installation of a traffic control signal.

There were no major overruns or underruns. A final inspection of the completed project was made March 16, 1982.

--- WHK ---

RECEIVED
STATE HWY ENGR
APR 25 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

4/26

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus		**SIGNATURE** Glenn K. Hossner	G. K. HOSSNER Field Operations Engineer
TITLE Area Engineer	**DATE** 4-11-83	**TITLE** Field Operations ENgineer	**DATE** 4/22/83

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.
(Rev 12-79)

9318

CL-82-228

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 13 '82
NORMA PAULUS
SECRETARY OF STATE

December 10, 1982

IN REPLY REFER TO FILE NO.:
CON 5
#9318

RECEIVED
DEC 14 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Allen, Stortz, Fox & Susee
Attorneys at Law
Sixth Floor, Franklin Building
Salem, OR 97301

Gentlemen or Ladies:

This will acknowledge the "Notice of Claim Against Bond" from Electric Corporation concerning the following Highway Division contract:

12/28/82

FILED BY:	Electric Corporation
AMOUNT:	$4,256.04 plus interest
FOR:	Labor and Materials
AGAINST: (Prime Contractor)	Comco Const., Ore., Ltd. dba Salem Road & Driveway Co.
CONTRACT NO.:	9318
PROJECT:	Boone Rd. SE-Barnes Ave. SE (Salem)
SURETY:	United Pacific Insurance Co.
AGENT:	Hansen & Rowland, Inc. of Oregon

We note that you have filed this directly with the surety, United Pacific Insurance Co., and the Secretary of State. We will notify the contractor of the receipt of this claim.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Comco Const., Ore., Ltd.
dba Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: Secretary of State - The attorneys have filed the attached claim directly with you. Please advise of your filing date and number on the enclosed copy of this letter.

ALLEN, STORTZ, FOX & SUSE
ATTORNEYS AT LAW
SIXTH FLOOR, FRANKLIN BUILDING
SALEM, OREGON 97301

NOTICE OF CLAIM AGAINST BOND

CERTIFIED
P23 9144396
MAIL

TO: Oregon State Highway Division
Department of Transportation
State of Oregon
P. O. Box 14030
Salem, Oregon 97310

and United Pacific Insurance Company
Attention: Tommy Lou Smith
P. O. Box 1633
Tacoma, Washington 97401

and Norma Paulus, Secretary of State
State of Oregon

NOTICE IS HEREBY given that the undersigned, ELECTRIC CORPORATION, an Oregon corporation, has a claim as follows:

For furnishing labor and material in the installation of the Boone Road, S.E. - Barnes Avenue S.E. Traffic Signal as follows:

Original contract amount	$48,150.00
Bond	481.50
	$48,631.50
Less 5% retainage	(2,431.58)
	$46,199.92
Less payments	(44,375.46)
Balance due on contract	$ 1,824.46
	2,431.58
Balance now due	$ 4,256.04

on account of labor and materials furnished to Salem Road and Driveway, general contractor, pursuant to a sub-contract with said general contractor dated on or about July 22, 1981. The labor and materials furnished by the undersigned with respect to the construction contract between the Highway Division, State of Oregon and said general contractor and pertaining to the installation of the Boone Road, S.E. - Barnes Ave. S.E., Traffic Signal installation, State Contract #9318. The undersigned claims the sum of $4,256.04 together with interest against the performance and payment bonds furnished by said general contractor as principal and United Pacific Insurance Company as surety upon said bonds given to insure the faithful performance and payment of labor and materials in connection with the said construction, which bond is dated on or about July 22, 1981 and is further identified as U344578.

ELECTRIC CORPORATION,
an Oregon corporation

By Lorna D. Hilderbrand
Lorna D. Hilderbrand,
Office Manager
CLAIMANT

STATE OF OREGON)
) ss.
County of Marion)

I, LORNA D. HILDERBRAND, being first duly sworn, depose and say that I am the Office Manager of claimant corporation above named; that I have knowledge of the facts therein set forth and that all statements therein are true and correct.

Lorna D. Hilderbrand

Subscribed and Sworn to before me this 6th day of December, 1982.

Jacquelyn Lea
Notary Public for Oregon
My Commission expires: 4-1-85

[illegible] DEC 9 1982 [illegible]

9518

Hal
Jack

1E

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project HES-26(-)-
Pacific Hwy East at Hilfecker Lane S.E.
Marion County

Date: October 4, 1982

Reply to
Attn. of: HFO.8-OR

From: Division Administrator

To: H. S. Coulter, State Highway Engineer

Your request for PS & E approval for the subject project by Mr. Swan's letter of September 27 is being withheld pending resolution of the issues set forth in my letter of September 8 on your program submittal.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (D. E. Swan, Proj. Mgt.)
OSHD (R. Bladorn, Tr)

Versteeg ✓
Anderson
Adam
Sullivan

RECEIVED
1982
ROAD DESIGN
SECTION

Action

RECEIVED
STATE HWY ENGR
OCT 5 '82
REFER TO
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☒ File ☐

9318 7-1-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Babler Bros., Inc. No. 9320	Bombing Range Rd.-Butter Cr., Unit 1 Morrow County	June 2, 1982
Wildish Corvallis Const. No. 9239	Rowell St.-Lacreole Dr. (Dallas) Polk County	June 2, 1982
Morse Bros., Inc. No. 9264	Pacific Blvd.-Santiam Hwy. (Albany) Linn County	June 4, 1982
Willamette-Western, Alaska Constrs., Inc. & General Const. Co., J.V. No. 8526	Columbia Rv. Bridge (N. Channel Substructure) and Government Island Fill Multnomah, Oregon and Clark, Wash.	June 10, 1982
Ross Bros. Const., Inc. No. 9083	Nyberg Creek Bridge (Tualatin) Washington & Clackamas Counties	June 10, 1982
COMCO Const., Ore. Ltd., dba Salem Road & Driveway No. 9318	Boone Rd. SE-Barnes Ave. SE (Salem) Marion County	June 14, 1982
R. A. Hatch Co. No. 9101	Division St. NE-Trade St. NE (Salem) Marion County	June 17, 1982
Cushing Bros., Inc. No. 9343	Sunnyside Rd.-Commercial St. Marion County	June 29, 1982
Roseburg Paving, Inc. No. 9296	Dodge Canyon Cr.-Westwood St. Douglas County	June 29, 1982
Hertz Electric, Inc. No. 9245	NE Columbia Blvd. Traffic Signals @ 3 Intersections Multnomah County	June 29, 1982

July 1, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9318

L

May 4, 1982

Capital Enterprise & Engineering
4357 Orchard Heights Road
Salem, OR 97304

CON 5
#9318

Attention: Charles F. Mathias

Gentlemen:

Thank you for your letter of April 23 stating that you have received payment of $10,550 from Electric Corporation and that you are withdrawing your claim on Contract No. 9318.

The claim was against Comco Construction, Oregon Ltd., dba Salem Road & Driveway Co., on Contract No. 9318 for work on the Boone Road S.E.-Barnes Avenue S.E. (Salem) Section of the Pacific Highway East in Marion County.

We will notify all interested parties of this payment and withdrawal of your claim.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Comco Const., Ore., Ltd.
dba Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Noted on card
js

Capital Enterprise & Engineering

4357 Orchard Hts. Rd. • Salem, Oregon 97304 • (503) 363-9290

April 23, 1982

Mr. Robert Gormsen
121 Transportation Building
Salem, Oregon 97310

Subject: Boone Rd. S.E. - Barnes Ave. S.E. (Salem)
OSHD Contract #9318

Dear Mr. Gormsen:

We have received payment of $10,550.00 from Electric Corporation for the two invoices identified in our letter dated April 9, 1982. We are, therefore, withdrawing our claim for this amount. Please notify the surety company and the prime contractor of this action.

Very truly yours,

Charles F. Mathias

Charles F. Mathias

cc: United Pacific Insurance Co.
Fidelity & Surety Dept.
P.O. Box 1216
Tacoma, Washington 98401

9318 CL-82-7C

L.

files

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 1
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

April 16, 1982

Capital Enterprise & Engineering
4357 Orchard Heights Road
Salem, OR 97304

CON 5
#9318

Attention: Edward T. Gossack
President

RECEIVED
APR 19 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter of April 9, 1982, informing us that Electric Corporation, subcontractor, owes you $10,550 for traffic signal equipment furnished on Contract No. 9318.

The claim letter states this is in reference to the Comco Construction, Oregon, Ltd., dba Salem Road and Driveway Company, Contract No. 9318 for work on Boone Road S.E.-Barnes S.E. (Salem) Section of the Pacific Highway East in Marion County.

United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
APR 22 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

js

cc: Comco Const., Ore., Ltd.
dba Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

4-28-82 inc

bc: Sec. of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

Capital Enterprise & Engineering

4357 Orchard Hts. Rd. • Salem, Oregon 97304 • (503) 363-9290

April 9, 1982

Mr. Robert Gormsen
121 Transportation Building
Salem, Oregon 97310

Subject: Boone Rd. S.E. - Barnes Ave. S.E. (Salem)
OSHD Contract #9318

Dear Mr. Gormsen:

We supplied traffic signal equipment to Electric Corporation, a subcontractor of the prime contractor, Salem Road and Driveway, for the subject contract. As of this date, we have not received payment for the following invoices:

Invoice #	Date	Amount
112-1	12/23/81	$7,500.00
204-7	1/26/82	3,050.00
	Total	$10,550.00

It is our intent to file a claim for this amount owed to us by Electric Corporation pursuant to Section 107.28 of "Standard Specifications for Highway Construction" with the Oregon State Highway Division. Please notify the surety company and the proper authorities of this action.

Very truly yours,

T. Gossack

Edward T. Gossack
President

RECEIVED

1318

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

NOTED
H.S. COULTER

March 23, 1982

Comco Construction, Ore. Ltd. dba
Salem,Road & Driveway Co.
P.O. Box 603
Salem, OR 97308

RE: Time Extension Request
Boone Rd.-Barnes Ave.
Contract No. 9318
F-HES-26(26)

Gentlemen:

Your request for additional contract time has been reviewed and a time extension of eleven (11) calendar days is granted due to a delay in processing shop drawings by the State.

Sincerely,

C T Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

CTK:cb

bc. H. S. Coulter ✓
C. O. Fredrickson
R.E. Nelson
FHWA
Bob Church

Note: This time extension is FHWA non-participating.

RECEIVED
[illegible]
MAR 24 '82
REFER TO
FOR

Form 734-3123

9318

L.

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: BOONE RD.SE-BARNES AV (Salem)

WEEK ENDING: February 27, 1982

SECTION PREFIX: 24-1055

HIGHWAY: Pacific Highway East

COUNTY: Marion

NAME OF JOB: Boone Rd. SE-Barnes Ave SE

KIND OF WORK: Grading, Paving and Signals

CONTRACTOR: COMCO CONST. OR Ltd dba Salem Road & Driveway

CONTRACT NUMBER: 9318

FEDERAL AID PROJECT NUMBER: F-HES-26(26)

DATE OF CONTRACT: June 30, 1981

DATE WORK STARTED: August 24, 1981

ESTIMATED COMPLETION DATE: February 8, 1982

SPECIFIED WORK DAYS:

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 209

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 105

PROJECT AUTHORIZATION: $ 258,973.64

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 238,438.29

ENGINEERING AUTHORIZATION: $ 20,535.35

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 238,438.29

ENGINEERING COST TO DATE: $ 16,200

DATE PROJECT WAS COMPLETED: February 8, 1982

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.4 %

PERCENT OF AUTHORIZATION: 79 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.	Signals	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.40	0.40			0.40
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.40	0.40			0.40
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,800 cy	3,630 T			2,850 T
TOTAL QUANTITIES CORRECTED TO DATE	1,698 cy	3,337 T			2,853 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,698 cy	3,337 T			2,853 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		PROJECT COMPLETED			
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21		209		
MONDAY 22				
TUESDAY 23				K
WEDNESDAY 24				
THURSDAY 25				
FRIDAY 26				
SATURDAY 27		-		

FCE
QCE
SCS
EEO
MAR 2 1982
CONSTRUCTION BRANCH
IC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

21 SUNDAY	No activity.
22 MONDAY	No activity.
23 TUESDAY	No activity.
24 WEDNESDAY	No activity.
25 THURSDAY	No activity.
26 FRIDAY	No activity.
27 SATURDAY	No activity. (week ending 2-27-82)

REMARKS

Project completed.

Semifinal ready for submittal - awaiting committal as to acceptance of programmed heads by Dave Weaver.

DISTRIBUTION: Const. (3)

Region (1) , File (1)

SIGNED

Richard E. Nelson, Project Manager

LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9318

E.

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO:

January 12, 1982

NOTED
H.S. COULTER

CON 5 #9318

Comco Construction, Ore. Ltd., dba
Salem Road & Driveway Co.
P.O. Box 603
Salem, OR 97308

RE: Time Extension Request
Boone Rd. - Barnes Ave.
Contract No. 9318
F-HES-26(26)

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed and is denied. The delay in receiving signal poles resulted from your late order placement which is not a bona fide cause for additional contract time.

Sincerely,

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

by O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

CTK:OBJ:cb

bc. H. S. Coulter ✓(att. 2 letters)
C. O. Fredrickson " 1 "
D. Nelson " 1 "
FHWA " 2 "

RECEIVED
STATE HWY ENGR
JAN 12 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

-1055

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

DATE: December 21, 1981

FROM: Gerald Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Boone Rd.-Barnes Ave
Pacific Highway East
Contract 9318

ASHE RECEIVED OM
CAE CA
FOE DEC 22 1981 LE
GCE TC
SCS CONSTRUCTION FE
EEO BRANCH CP

Comco Construction dba Salem Road and Driveway, contractor on the subject project, asked in the attached formal request that we increase the authorized 200 calendar days (cd) by 30 to 230 cd. They base their request on "delay in receiving signal poles." See enclosed letter from subcontractor." Electric Corp's. attached December 11 letter and its attachment explains that Ameron would not release the poles until they received approved drawings.

Project Manager Richard E. Nelson in his attached December 18 letter analyzes the situation. He clearly demonstrates the many delays on the contractor's part in executing the contract and submitting shop drawings. However, he also finds delays in our reviewing and approving the shop drawings and recommends a ten cd extension.

I concur with Mr. Nelson's analysis that although the contractor created many of the delays himself, he is entitled that we not further delay the situation. It took 21 cd from the time Mr. Nelson received the shop drawings until he returned them to the contractor. This should have been done in 14 cd. Therefore, I recommend we grant a 7 cd extension. Mr. Nelson agrees that that time duration controls rather than the time taken by Traffic.

This is deemed to be reasonable.

As of December 18, the project is 75% complete, primarily because of a large amount of completed street work. We charges 158 cd through that date.

The contractor advises he presently estimates pole delivery on January 25. It will take him about two weeks after that to complete the project. That will be approximately the 215 cd.

1-12-82

GW/rgb
cc: Dick Nelson
attch.

CTK -
The contract does not specify the time that may be required by the "Engineer" of drawing approval. Based on discussions with Bridge & Traffic - and on prior practice - it is my opinion that approximately 3 weeks is a reasonable time for drawing review. Accordingly, it is recommended that this request be denied.

DMA

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
File 24-1055

TO: C. O. Fredrickson
REGION II ENGINEER

DATE: December 18, 1981

REGION 2 ENGINEER
RECEIVED
1981
GEO TSO ENV

FROM: Richard E. Nelson
Project Manager

SUBJECT: Request for Extension of Time
Contract 9318
Boone Road SE-Barnes Ave. SE (Salem)

Enclosed is request for time extension on the subject project.

Bid 6-25-81
Award 6-30-81

Sent to contractor 7-1-81
Second letter to contractor 7-17-81 advising they had exceeded the 10 days for returned contracts.

Day count commenced 7-15-81

Signed 7-20-81
Returned signed contracts 7-28-81

Pole drawings received this office	9-22-81
Submitted to Traffic	9-22-81
Approved date	9-28-81
Received from Traffic this office	10-12-81
Returned to contractor	10-13-81
Ordered	10-23-81

There was a 27 day span for returning the signed contracts. 17 days more than specified. 69 days elapsed from start of day count to submission of pole drawings to this office. There was a 15 day delay by Traffic from the date stamped approved and return to this office. This is more than should be expected, I could concur in a 10 day extension for failure to return after approval.

Contains
Recycled
Materials

9318

10 - 21 - 8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-HES-26(26)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10032

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/17/81

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
Boone Road SE - Barnes Avenue SE

11. GENERAL DESCRIPTION OF WORK
Furnish and install permanent signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 9/17/81 as requested in Mr. Keasey's letter of 10/2/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $1,500 Federal Funds $1,350.

RECEIVED
STATE HWY ENGR
OCT 26 '81
REFER TO Moehring
FOR
Info | Invest | R/D | O.R. | Sign | Act | File

orig 10-26

14. DATE 10/21/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1E

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Stoudenmeyer
PRELIMINARY DESIGN SUPERVISOR

DATE: October ~~01~~ 8, 1981

FROM: Richard A. Kuehn
DISTRICT III ENGINEER
Richard Kuehn

SUBJECT: Striping Plan
Boone Rd. - Barnes Ave.
Pacific Highway East

I think the left turn striping should be in the continuous, two-way configuration. Our striping crew's aren't painting the reverse curve portion any longer and the continuous lane would make it easier to handle private accesses between thses two roads.

RAK:jms

cc: Region Office

REFERRED TO
Beard / Stoudenmeyer
Cole Mann
Erikson Watson
Nagar Dorn Leu
Return ~~Process~~ Do File Copy Due
BY FINAL DESIGN ENGINEER

10-8-81

John,
Please [illegible] plan
showing continuous
left turn refuge

[illegible] will [illegible]

Versteeg
Anderson
1 Christensen (c)
Olson
Sullivan
Terpin
Trobr
Wakefield

RECEIVED
OCT 2 1981
ROAD DESIGN SECTION

Do Not
Return To
Bring Up
Action

Contains Recycled Materials
81-125-1387

SP*75683-125

9318

STATE COPY

TO BE COMPLETED BY FHWA 8-121 & 122	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 8-19-81	STATE Oregon COUNTY Marion PROJECT NO. F-HES-26(26)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Boone Rd.-Barnes Ave. S.E. (Salem)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-3-81	0.0

OTHER *(Specify)*

FUNDS PRO RATA

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
165,000.00 (141) $ 85,359.00 (010)	148,500.00 (141) (90%) $ 75,270.00 (010) (88.18%)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXBy For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator AUG 15 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

2-1a

Oregon State Highway Division
Salem, Oregon August 12, 1981

Federal Aid Project
No. F-HES-26(26)

Boone Rd.-Barnes Ave. S.E. (Salem)
Pacific Highway East
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 133+00 to Sta. 153+90)

Mobilization		All Required	$ 11,025.00
Temporary Protection and Direction of Traffic		All Required	8,185.00
Temporary Signs	211 Sq. Ft.	3.85	812.35
Temporary Barricades	4 Each	44.00	176.00
Temporary Plastic Safety Markers	47 Each	44.00	2,068.00
Flagmen	330 Hour	22.58	7,451.40
Embankment in Place	1,800 Cu. Yd.	7.95	14,310.00
Trench Excavation	65 Cu. Yd.	16.50	1,072.50
Aggregate Shoulders	1,300 Ton	7.88	10,244.00
Cement Treated Base Mixture	2,330 Ton	10.52	24,511.60
Portland Cement in CTB Mixture	130 Ton	88.00	11,440.00
Class "C" Asphalt Concrete	2,850 Ton	25.27	72,019.50
12-inch Culvert Pipe	24 Lin. Ft.	20.62	494.88
18-inch Culvert Pipe	10 Lin. Ft.	37.00	370.00
12-inch Sewer Pipe	29 Lin. Ft.	16.22	470.38
18-inch Sewer Pipe	78 Lin. Ft.	13.00	1,794.00
Concrete Inlets, Type "G-2"	2 Each	495.00	990.00
Adjusting Manholes	3 Each	215.00	645.00
Adjusting Inlets	2 Each	185.00	370.00
			$168,449.61

Anticipated Items

Permanent Pavement Striping	All Required	$ 2,000.00
Temporary Pavement Striping	All Required	750.00
Roadside Seeding & Mulching	All Required	250.00
		$ 3,000.00

SUBTOTAL	$171,449.61
Engineering	23,145.39
TOTAL	$194,595.00

Type Code Y031
Signals (Boone Rd.)(Barnes Ave.)

Traffic Signal Installation, Complete	All Required	$ 48,631.00
		$ 48,631.00

Anticipated Items

State Furnished Software Program	All Required	$ 500.00
SUBTOTAL		$ 49,131.00
Engineering --		4,708.00
Engineering (Signal Controller Testing) --------------		1,925.00
TOTAL		$ 55,764.00

Length of Roadway -------- 0.00 mi.

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$ 5,500.00

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	State Funds
Channelization		$194,595.00		
Signals		55,764.00		
		$250,359.00		
HES Funds 90%	(141)	$165,000.00	$148,500.00 *	$16,500.00
Primary 88.18%	(010)	85,359.00	75,270.00	10,089.00
		$250,359.00	$223,770.00	$26,589.00

*Fixed Funds

Group 1-100%; Group 2-0%
Contract No. 9318
Prefix 24-1985
Prefix 24-1055

Boone Rd.-Barnes Ave. S.E. (Salem)
(non participating - State work)

Furnishing and Installing Mailbox Posts	1 Each	165.00	$	165.00

9318

L

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS TION

6-3-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-HES-26(26)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO
10032

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
6-3-81

8. FEDERAL ROUTE NUMBER
Primary 26

9. STATE ROUTE NUMBER
Primary 1 E

10. GENERAL LOCATION:
Boone Road SE - Barnes Avenue SE (Salem)

11. GENERAL DESCRIPTION OF WORK
Channelization and Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Stripping S.F. $2,000
Temporary Pavement Stripping S.F. $750.00
~~Roadside seeding and mulching S.F. $250.00~~
State Furnished Software $500.00

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 6-1-81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimate cost of $300,700.00 Federal Funds $268,160.00.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUN 10 '81
REFER TO
[illegible]
FOR

Info	Inv.	R/D	D/R	Sign	Act	File

[illegible]
6-10-81

14. DATE
6-3-81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

No 1E

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: May 28, 1981

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening June 25, 1981

Federal-aid Project No. F-HES-26(26) Highway No. 1E State

Federal-aid Project Name Boone Rd. S.E.-Barnes Rd. S.E. (Salem)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project. This report does not include the status of Railroad & Utilities' files that may be in the area of this contract, but are reported separately by our Utility Section.

[x] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

FCL: jr

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

1 Versteeg
Anderson
3 Christensen
Olson
2 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 28 1981
ROAD DESIGN SECTION

☐ Do Not File
Return To
Bring Up __/__/__
Action

Contains Recycled Material

9318

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 20, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10032
Project No. F-HES-26(26)
Boone Rd. SE-Barnes Ave. SE (Salem) Sec.
Marion County

Attached is support data consisting of PR-1 forms and project maps for the subject joint funded project.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 25, 1981.

JLG:bkc
Attachments

cc: C.O. Fredrickson (Region 2)
L.E. George
General Files

9318

3-13-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Oregon Transportation Commission and under authority delegated to me to approve Title II projects, I approved the following:

Section	Total Cost	Federal Funds	State Funds	Local Govt. Funds	Approval Date
West 2nd St.-I-84 (Ontario) Section Olds Ferry-Ontario Highway Malheur County	$373,000	$335,700	$37,300	-0-	2-9-81
Pacific Hwy. W @ Killingsworth St. (Portland) Multnomah County	120,000	108,000	12,000	-0-	2-10-81
Boone Rd.-Barnes Rd. (Salem) Section Pacific Highway East Marion County	165,000	148,500	16,500	-0-	2-24-81
Oregon Coast Hwy. @ 22nd St. (Reedsport) Douglas County	80,000	72,000	8,000	-0-	3-10-81
Pendleton Signal Upgrading Pendleton and Pendleton-John Day Highways Umatilla County	300,000	270,000	30,000	-0-	3-11-81

PROJECTS CANCELLED

Section	Total Cost	Federal Funds	State Funds	Local Govt. Funds	Approval Date
SPTC @ Butler Bridge Road (Toledo) PUC Crossing No. CK-765.00-C Lincoln County	35,000	31,500	3,500*	-0-	2-10-81
SPTC @ Butler Bridge Road (Toledo) PUC Crossing No. CK-765.10-C Lincoln County	40,000	36,000	4,000*	-0-	2-10-81

3-13-81
orig. to
Dorman

PROJECTS CANCELLED (Continued)

Section	Total Cost	Federal Funds	State Funds	Local Govt. Funds	Approval Date
SPTC @ Butler Bridge Road (Toledo) PUC Crossing No. CK-765.15-C Lincoln County	$ 50,000	$ 45,000	$ 5,000*	-0-	2-10-81
SE 85th Ave.-SE 88th Ave. Section Mt. Hood Highway Multnomah County	80,500	72,450	8,050	-0-	2-10-81

*State Grade Crossing Protection Funds administered by PUC

3/13/81
Date

H. S. Coulter
State Highway Engineer

PRO-6

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO

TO: H. S. Coulter
Highway Engineer

DATE: February 20, 1981

FROM: L. E. George
Traffic Engineer

NOTED
GLEN L. CLARK

SUBJECT: Proposed Title II Hazard Elimination Project

It has been requested that Federal Aid Title II funds be used for the traffic signal installation and left-turn refuge portion of the approved project for the Boone Road SE-Barnes Road SE section of the Pacific Highway East in Salem. This project is presently scheduled to be constructed with Federal Aid Primary Funds in August, 1981. It is proposed that the Title II funds be established at a total amount of $165,000 with the balance of the project utilizing Federal Aid Primary Funds:

In summary:

JURISDICTION	PROJECT NAME	*TOTAL COST	FEDERAL FUNDS	STATE FUNDS
State	Boone Road-Barnes Road (Salem) Section Pacific Highway E Marion County	$165,000	$148,500	$16,500

* - Title II portion

L. E. GEORGE

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. George
Traffic Engineer

NOTED
DWAYNE HOFSTETTER

2-24-81 [illegible]
orig. L. George
cy file

RHB:er

Attachment

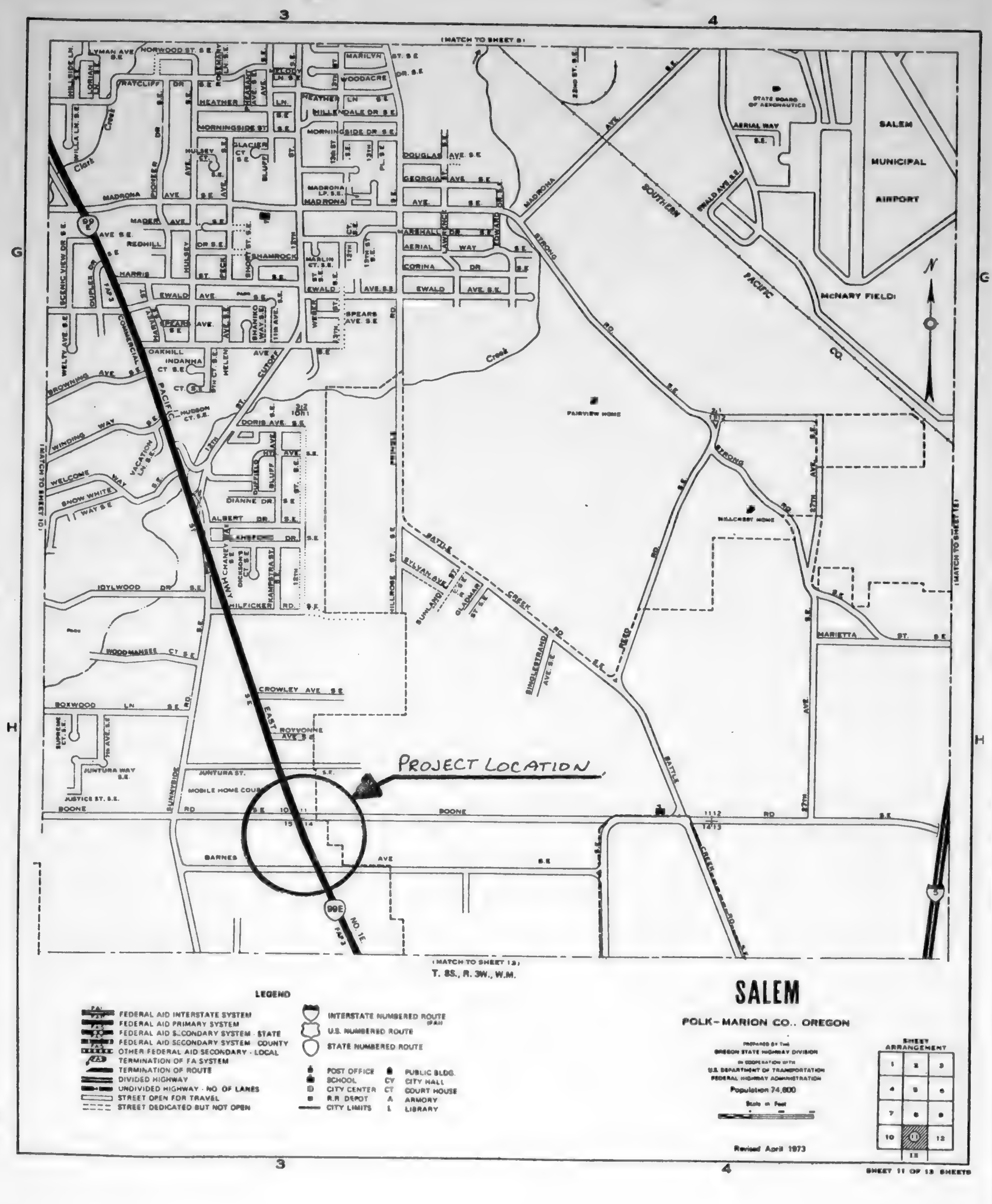
APPROVED:

H S Coulter
State Highway Engineer

DATE: 2/24/81

RECEIVED
[illegible] 24 1981
TRAFFIC ENGINEERING

Contains Recycled Materials


(MATCH TO SHEET 8)
(MATCH TO SHEET 10)
(MATCH TO SHEET 12)
(MATCH TO SHEET 13)
3
4
G
H
N
PROJECT LOCATION
LYMAN AVE
NORWOOD ST. S.E.
MARILYN ST. S.E.
WOODACRE DR. S.E.
RAYCLIFF DR
HEATHER LN. S.E.
MILLENDALE DR. S.E.
MORNINGSIDE ST
MORNINGSIDE DR. S.E.
DOUGLAS AVE. S.E.
GEORGIA AVE. S.E.
MADRONA AVE. S.E.
MADER AVE. S.E.
REDHILL DR. S.E.
SHAMROCK
MARSHALL DR
AERIAL WAY
CORINA DR
HARRIS ST.
EWALD AVE. S.E.
SPEARS AVE. S.E.
OAKHILL AVE
INDANNA CT. S.E.
BROWNING AVE. S.E.
WINDING WAY S.E.
HUDSON CT. S.E.
DORIS AVE. S.E.
WELCOME WAY
SNOW WHITE WAY S.E.
VACATION LN. S.E.
DIANNE DR. S.E.
ALBERT DR. S.E.
LANSFORD DR. S.E.
IDYLWOOD DR. S.E.
HILFICKER RD. S.E.
WOODMANSEE CT. S.E.
CROWLEY AVE. S.E.
BOXWOOD LN. S.E.
ROYVONNE AVE. S.E.
JUNTURA ST. S.E.
JUNTURA WAY S.E.
JUSTICE ST. S.E.
MOBILE HOME COURT
BOONE RD. S.E.
BARNES AVE. S.E.
SUNNYSIDE RD.
COMMERCIAL
PACIFIC
CUTOFF
12TH ST.
HILLROSE ST. S.E.
SYLVAN AVE.
SUNLAND ST.
GLADMAR ST. S.E.
BATTLE CREEK RD. S.E.
SINGLESTRAND AVE. S.E.
REED RD.
STRONG RD. S.E.
MARIETTA ST. S.E.
27TH AVE.
AERIAL WAY S.E.
EWALD AVE. S.E.
STATE BOARD OF AERONAUTICS
SALEM MUNICIPAL AIRPORT
MCNARY FIELD
SOUTHERN PACIFIC CO.
FAIRVIEW HOME
HILLCREST HOME
Clark Creek
Creek
99E
NO. 1E.
FAP 3
5
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
Scale in Feet
SHEET ARRANGEMENT
1 2 3 4 5 6 7 8 9 10 11 12 13

T. 8S., R. 3W., W.M.

SALEM

POLK-MARION CO., OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 74,800

Revised April 1973

SHEET 11 OF 13 SHEETS

9318 3-12-81

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST...TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	F-26(23)
2. STATE PROJECT NO.	See below
2A. COUNTY NAME	Marion
3. FROM	Robert B. Hathaway, Assistant Division Admin FHWA - Oregon Division
4. PROGRAM NO.	
5. ITEM NO.	10032

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3/12/81	Primary 26	Primary 1E

10. GENERAL LOCATION:

Boone Road - Barnes Road (Salem) Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of March 3, 1981 I approve the revised Preliminary Engineering Cost to a TEC of $18,450 Federal Funds $16,263.

(Increase TEC $4,000 Federal Funds $3,526)

RECEIVED
STATE HWY ENG
MAR 13 '81
REFER TO
Planning

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/12/81	G. K	Assistant Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OREGON DEPARTMENT OF TRANSPORTATION
NOISE STUDY REPORT

Project SE Boone Road-SE Barnes Road
Highway Pacific Highway East
County Marion

Preparer Steve Lindland
Date February 19, 1981
City Salem

Project Description:

Pacific Highway East will be widened to accommodate a left-turn median and right-turn lanes. The project begins about 600 feet north of Boone Road and ends about 700 feet south of Barnes Road. Total project length is about 2,000 feet, see attachment.

This is a Type I-B project.

Existing Land Use Activities:

Existing land use along the project consists of six single-family residences, an apartment complex, office buildings, a restaurant, a grocery store, a gas station, a farm/garden supply store, and undeveloped land, see attachment.

TRAFFIC DATA AND PREDICTED NOISE LEVELS

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq 67-62 dBA (Dist. from Rd. ℄)
		(vehicles per hour)			
1982-(Existing)	1,095	35	40	35	70 ft.-150 ft.
1992-(No-Build)	1,375	50	55	24	55 ft.-115 ft.
1992-(Build)	1,375	50	55	32	80 ft.-165. ft.

Existing Sound Levels:

Traffic noise dominates the acoustic environment along the project. No traffic noise measurements were taken.

Traffic Noise Impacts:

One house is impacted by both the No-Build and the Build Alternatives in 1992. The outside activity area has projected noise levels over the exterior design noise level (Leq=67 dBA). This house is located in the northeast corner of the intersection of Boone Road with Pacific Highway East.

Traffic Noise Mitigation:

None. The impacted residence has direct access to the highway and is near the intersection with Boone Road. These accesses do not allow the design of an effective noise barrier. Other forms of possible mitigation such as traffic management, alternative road designs, or structural alterations of public buildings were investigated but are not feasible.

Construction Noise:

Impacts:

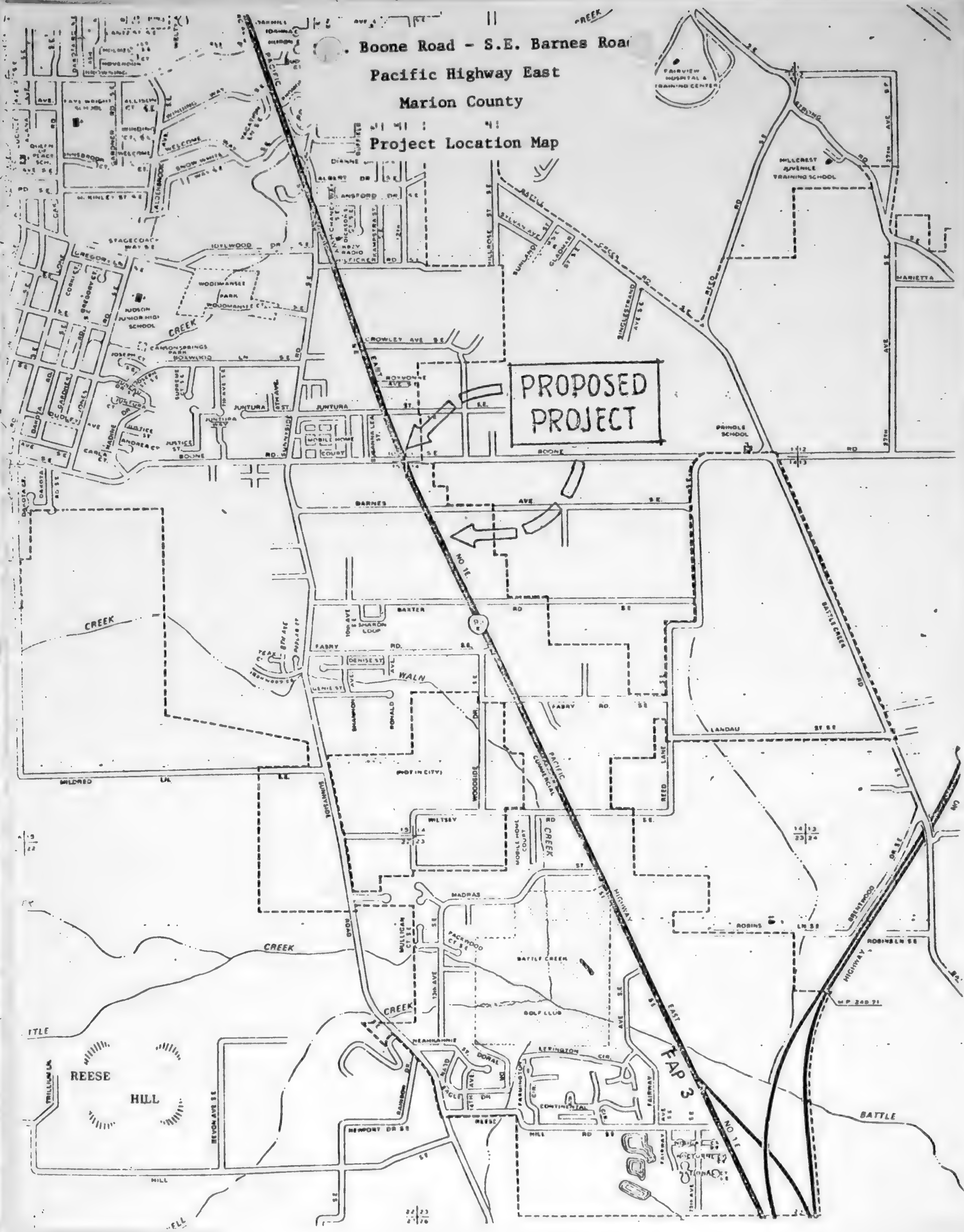
Temporary high noise levels during project construction.

Mitigation: (See Attachment).

Local Coordination:

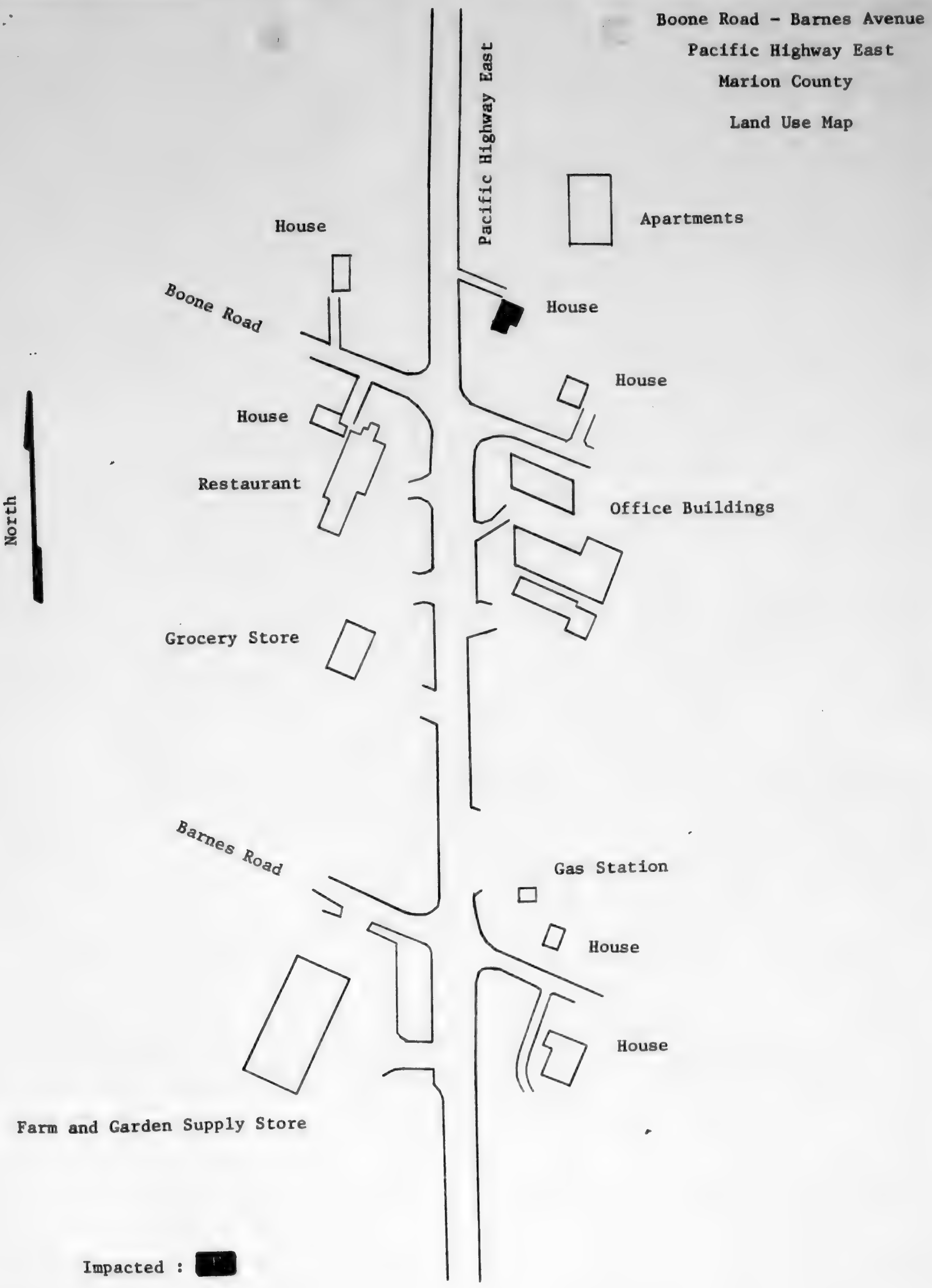
A copy of this report will be sent to City of Salem.

Local government agencies are urged to use land-use controls to assure the compatibility of future developments with traffic noise. Any future developments (residences, schools, churches, or parks) located within the distances shown on the previous page would be in conflict with the FHWA design noise levels.



. Boone Road - S.E. Barnes Roa
Pacific Highway East
Marion County
Project Location Map

PROPOSED PROJECT
BOONE RD.
BARNES AVE. S.E.
BAXTER RD S.E.
FABRY RD. S.E.
LANDAU ST S.E.
MILDRED LN. S.E.
WILTSEY RD
MADRAS ST
ROBINS LN S.E.
JUNTURA ST.
CROWLEY AVE S.E.
JOPLWOOD DR S.E.
STAGECOACH WAY SE
FAIRVIEW HOSPITAL & TRAINING CENTER
HILLCREST JUVENILE TRAINING SCHOOL
PRINGLE SCHOOL
JUDSON JUNIOR HIGH SCHOOL
WOODMANSEE PARK
BATTLE CREEK
BATTLE CREEK GOLF CLUB
CREEK
PACIFIC HIGHWAY EAST
NO 1E
FAP 3
BRENTWOOD DR S.E.
HIGHWAY
MARIETTA
27TH AVE
12TH AVE
13TH AVE
HILL RD S.E.
NEWPORT DR S.E.
LEXINGTON CIR.
CONTINENTAL CIR.
FAIRWAY
REESE HILL
BATTLE
M.P. 248.71
(NOT IN CITY)



Boone Road - Barnes Avenue
Pacific Highway East
Marion County

Land Use Map

Pacific Highway East
Apartments
House
Boone Road
House
House
House
Restaurant
Office Buildings
North
Grocery Store
Barnes Road
Gas Station
House
House
Farm and Garden Supply Store
Impacted : ■

CONSTRUCTION SPECIFICATIONS

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.

2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

4. No pile driving or blasting operations shall be performed within 3000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the engineer.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shut off idling equipment.

3. Schedule noise construction operations near the middle of the day.

4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

9318 1E

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: FILES

DATE: February 4, 1981

FROM: Phillip Lewellyn
Costs and Records Engineer
Location Unit

SUBJECT: Boone Road-Barnes Road
Pacific Highway East
Marion County
Prefix 24-1485

As per R. Bladorn (Traffic Section), the Traffic Section is going to send a request to H. S. Coulter to supplement the $194,000 F.A.P. funding for this project with $165,000 Title II funds. Upon approval, the action will make available $359,000 to construct this project.

This $359,000 will fund the original $402,000 Alternate #1 project modified by making vertical cuts at the edge of the existing paved shoulder and backfilling with CTB instead of cutting at the edge of the PCC pavement and paving 3 1/2" over the existing roadway.

PL:ge

cc J. H. Moehring
J. H. Versteeg ✓
C. O. Fredrickson
L. Weber
R. Bladorn

1 Versteeg ✓
Anderson
2 Christensen Don
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 5 - 1981
ROAD DESIGN SECTION

Do Not File ☐
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Action

Contains Recycled Materials

9318

10-15-80

U. S. DEPARTMENT OF TRANSPORTATION 'EDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. ?6(23)

STATE PROJECT NO. See below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division, Salem, OR

PROGRAM NO.

ITEM NO. 10032

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 24 '80
REFER TO Maehring
FOR
Info | Inves | R&D

10-24
orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-15-80

FEDERAL ROUTE NUMBER Primary 26

STATE ROUTE NUMBER Primary 1E

GENERAL LOCATION:

Boone Road - Barnes Road (Salem) Section

[illegible]

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
TEC $14,450
☐ OTHER (Specify) Federal Funds $12,737

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 10-10-80.

DATE 10-15-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-855

9318

1E

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

4-29-80

1 - IDENTIFICATION

PROJECT NAME: Boone Road SE-Barnes Road SE (Salem)

HIGHWAY NUMBER: 1-E

HIGHWAY NAME: Pacific East

REGION: 2

ADMINISTRATIVE DISTRICT: 3

COUNTY: Marion

CITY: Salem

LENGTH: 0.3

MILEPOST NUMBER: 54.4 TO 54.7

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Traffic signal installation at Boone Road. Continuous left turn refuge on South Commercial from Barnes Road through the intersection of Boone. This installation will alleviate present entry problems into the traffic flow on Commercial.

The traffic signal poles should be set back such that they will clear a future five-lane construction.

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
MAY 02 1980
ROAD DESIGN SECTION

Do Not File ☐
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Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 - 11,500 - 2,000 - 23,000

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH):

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

REFERRED TO
Beard
Cole ✓
Erikson
Hager
Staudenmeyer
Mann
Watson
Lou
Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

APPROVED
Frank E. Terpin
Location Engineer
Date 4/28/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH	
		PRESENT	FUTURE CURBED
TRAVEL LANES	two - 12'	two - 12'	two - 12'
SHOULDERS	two - 10'	two - 8'	two - 14'
MEDIANS	-	one - 14'	one - 16'
PARKING LANES	Total	54'	68'
SIDEWALKS	— — —	— —	—
BIKEWAYS	-	Combined w/shldr.	
INTERCHANGES	— — —	— —	—
OTHER:			

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☒
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☐	☒
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☐	☒	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☐	☒	Airport Clearance	☐	■	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Power - telephone - gas

4 - WORK ITEMS

		TO BE PERFORMED BY		
		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☐	☒	☐
RIGHT-OF-WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(3)	2
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3
RECOMMENDED CONSTRUCTION DATE	1982 (Region)	F '81 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Shoulder treatment with CTS for widening work.	12"	
Overlay existing pavement to obliterate stripes	4"	4"

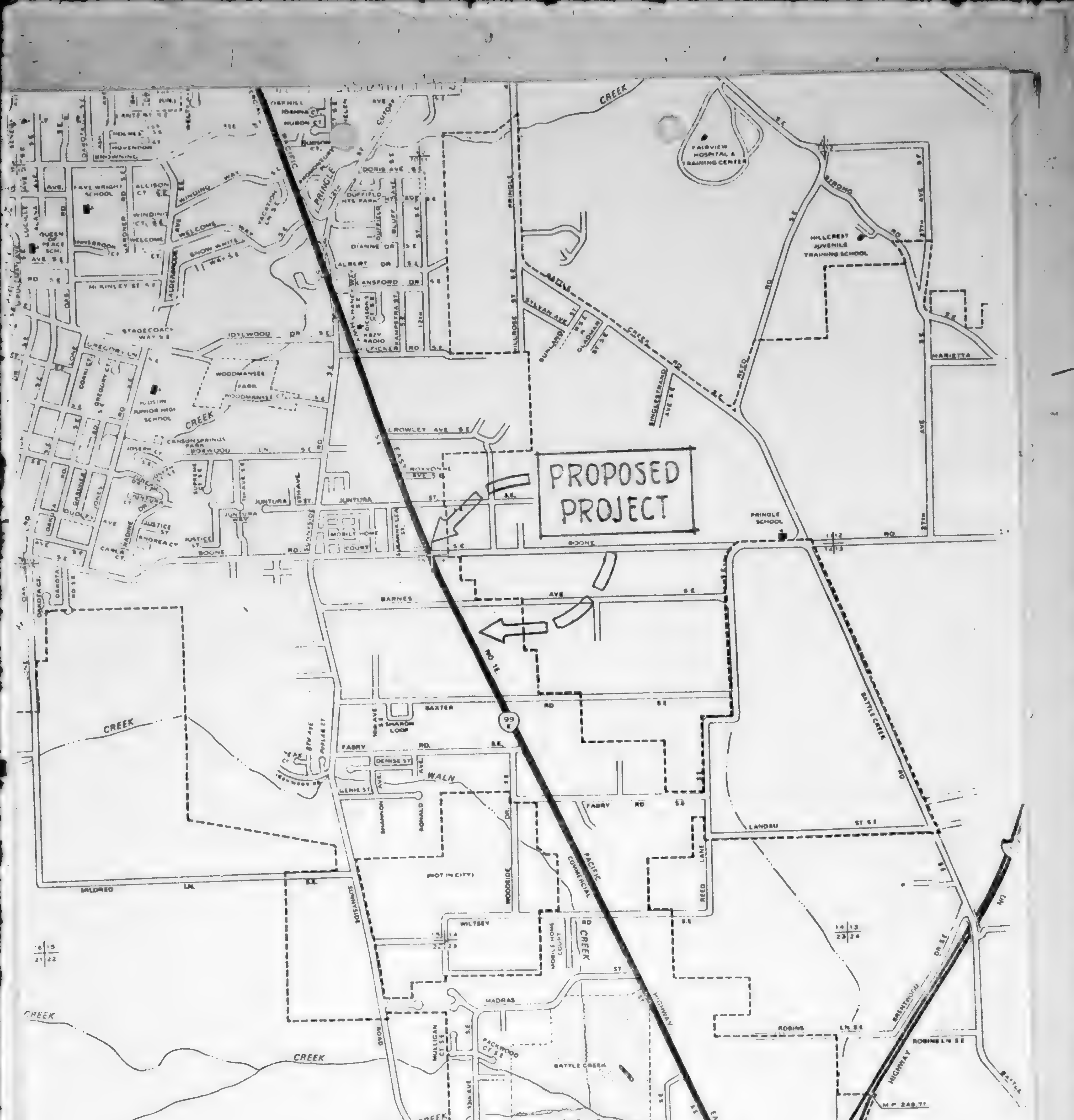
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 5,000	$ 14,450
RIGHT OF WAY		
TRAFFIC CONTROL	60,000	100,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	79,000	79,000
OTHER		
ENGINEERING & CONTINGENCIES	56,000	72,000
PROJECT TOTAL	$ 200,000	$ 265,450

SUBMITTED BY ______________________________



PROPOSED PROJECT
FAP 3
99E
NO 1E
PACIFIC HIGHWAY EAST
COMMERCIAL
FAIRVIEW HOSPITAL & TRAINING CENTER
HILLCREST JUVENILE TRAINING SCHOOL
PRINGLE SCHOOL
BOONE RD
BARNES AVE
BAXTER RD
FABRY RD SE
LANDAU ST SE
MILDRED LN
WILTSEY RD
MADRAS ST
ROBINS LN SE
BATTLE CREEK GOLF CLUB
BATTLE CREEK
REESE HILL
REESE HILL RD SE
POWELL
NEWPORT DR SE
LEXINGTON CIR
CONTINENTAL CIR
FARMINGTON CIR
FAIRWAY AVE
DEVON AVE SE
TRILLIUM LN
SUNNYSIDE RD
MULLIGAN CT SE
PACKWOOD CT SE
13th AVE
WOODSIDE DR
REED LANE
BRENTWOOD DR SE
MOBILE HOME COURT
(NOT IN CITY)
JUNTURA ST
CROWLEY AVE SE
JOYLWOOD DR SE
WOODMANSEE PARK
JUDSON JUNIOR HIGH SCHOOL
CANDALARIA SCHOOL
QUEEN OF PEACE SCH.
McKINLEY ST SE
STAGECOACH WAY SE
WINDING WAY
WELCOME WAY
SNOW WHITE WAY SE
ALDERBROOK AVE
INNSBROOK
SYLVAN AVE SE
SUNLAND ST SE
SINGLESTRAND AVE SE
REED CREEK RD SE
STRONG RD
MARIETTA
27th AVE
PRINGLE RD
HILLROSE ST SE
DOUGLAS AVE
DENISE ST
LENIE ST
SHARON AVE
RONALD
M.P. 248.71
M.P. 249.23
M.P. 38.88

1981 35th Ave. Realignment at 9319
Silverton Rd. Sec. of 35th Ave.
NE in Salem. (Gr., pav., sig.)

C4a 6567 5/23/78

Oregon Department of Transportation
HIGHWAY DIVISION

9319

HIGHWAY DIVISION INVOICE

		AGENCY 02	CURRENT DOCUMENT NUMBER 145734
YOUR ORDER NUMBER	BILLING REQ. NUMBER CA 5801	DATE 8/17/87	VENDOR NUMBER 0000187062-00

City of Salem
City Hall
555 Liberty Street S.E.
Salem, OR 97301

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09319 011	L02	8104			844010	02	$13,545.60

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

DESCRIPTION: Final Settlement on M-1635(1)(3)(4), 35th Avenue Realignment, Agreement #6561.

	TOTAL PRICE
Total Project Cost	$303,656.01
Less: Federal Funds	[245,586.62]
Less: City Advance Deposit	[21,400.00]
Less: Work by the City of Salem	[6,367.05]
Less: State Share of Project	[16,756.74]

GL

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $ 13,545.60

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Diane Galida (INVOICE PREPARER) PH. 378-5035

734-1150 (11-86)

9319

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: May 15, 1987

CITY: Salem AGREEMENT NO: 6561 PROJECT NO: M-1635(1)(3)(4)

CONTRACT NO: 9319 SECTION: 35th Avenue Realignment

PRELIMINARY ENGINEERING M-1635(1) PREFIX NO. 324-1938:

Project Manager		$ 120.54
Work by City of Salem		12,591.57
Final Design		981.57
Region Geology		451.21
Traffic Section		478.32
Landscape		65.80
Audit Services		481.84
Program Section		531.16
Specifications		3,012.74
Administrative Services		10.72
Environmental Section		1,845.09
	TOTAL	$20,570.56
Less Federal Funds		(17,643.37)
Less State Share:	$\frac{\$20{,}570.56-\$17{,}643.37}{2}$ =	(1,463.59)
	CITY SHARE	$ 1,463.60

RIGHT-OF-WAY M-1635(3) PREFIX NO. 324-2531:

Title Cost and Recording Fee		$ 5.70
R/W Work by City of Salem		83,525.00
Acquisition Expense by City		8,824.11
Audit Services		1,148.67
Program Section		35.46
R/W Maps		1.40
R/W Office Expense		198.61
	TOTAL	$93,738.95
Less Federal Funds		(82,630.88)
Less State Share:	$\frac{\$93{,}738.95-\$82{,}630.88}{2}$ =	(5,554.03)
	CITY SHARE	$ 5,554.04

CONSTRUCTION M-1635(4) PREFIX NO. 324-1056:

	M-1635(4)	100% City
Payment to Contractor	$141,777.91	$8,835.29
Interest on Final Payment (Non-Partic.)	33.64	2.14
SFO #1 Permanent Striping	635.66	---
SFO #3 Permanent Signing	468.24	---
Construction Engineering (Non-Partic. $1,499.54)	5,158.44	247.66
Work by City of Salem (Non-Partic. $13,737.26)	26,973.55	---
Audit Expense	476.54	---
Program Section	62.86	1.20
Salem Lab	524.83	7.95
Portland Lab	2.24	0.14
Eugene Lab	85.28	---
Technical Services	2,632.24	159.92
Construction Section	499.54	31.14
Region Office Expense	730.09	---
TOTAL	$180,061.06	$9,285.44
Less Federal Funds	(145,312.37)	---
Less State Share: $\frac{(\$180{,}061.06-\$15{,}270.44)-\$145{,}312.37}{2}$ =	(9,739.12)	---
CITY SHARE	$ 25,009.57	$9,285.44

SUMMARY:

City Share P.E. Cost	$ 1,463.60
City Share R/W Cost	5,554.04
City Share Const. Cost (M-1635(4))	25,009.57
City Share Const. Cost (100% City)	9,285.44
TOTAL CITY SHARE	$41,312.65
Less Credit for P.E. by City	(895.38)
Less Credit for R/W by City	(5,471.67)
Less Advance Deposit for Const. 7-9-81	(21,400.00)
BALANCE DUE FROM CITY	$13,545.60

GEZ:me
cc: Jan Henry
Rick Sjolander
LPG Files

7319

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-17-87

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 4/22/80
TO 7/09/86 Revised

FEDERAL AID PROJECT NO.
M-1635(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

W32
ROW

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
93,738.95	93,738.95	.8815	82,630.88	82,630.88	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
2/19/87

SIGNATURE OF AUTHORIZED OFFICIAL
Acting Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	35TH AVE. REALIGNMENT (SALEM) SECTION MARION COUNTY					
	Type Code ROW Right-of-Way					
	Right-of-Way Work by City of Salem	All Required			$83,525.00	
	Acquisition Expense					
1).	Work by City of Salem	All Required			$ 8,824.11	
	State Audit Expense	All Required			1,148.67	
	State	All Required			241.17	
	TOTAL ACQUISITION EXPENSE				**$10,213.95**	
	TOTAL PARTICIPATING PROJECT COST				**$93,738.95**	
	Total are as of the FHWA Billing Voucher dated 2/02/87.					
	Revised Right-of-Way plans were approved by FHWA on 3/21/86.					
	Participating Right-of-Way costs are for Right-of-Way actually incorporated into the final project, and all costs have been previously certified by the Right-of-Way Engineer.					
2).	*~~Marion County~~ City of Salem share of project cost $5,471.67 as shown on the J.C.S. as "294" function.					
	Prepared based on Participating Cost as shown on the Federal Billing as of 2/12/87.					
1).	$114.80 from Audit 172 dated 1/08/82 by Dettmar Jones.					
2).	$ 6.78 Marion County much on the audit by Dettmar Jones.					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 1336

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	324	2529	915	00	P	1		.08CR	18.84	269.04	
	324	2529	915	01	P	1		.04CR	9.00	9.00	
	324	2529	920	00	P	1				67.11	
	324	2529	930	00	P	1		1,015.80	1,544.22	8,077.49	
	324	2529	950	00	P	1				210.87	
			TOT	P1				1,010.32	2,651.80	1,405,928.67	
			TCT	P2					16,671.24	20,589.46	
			TOT	N1					5,233.00	49,411.21	
			** JOB TOTALS **					1,010.32 **	24 556.04 **	1,475,929.34 **	
35TH AVE REALIGNMENT M1635(3) CONT NO		FA PROJ NOS M 1635003 100									STATE
	324	2531	294	00	N	1	Loc. Match			5,517.07CR	
	324	2531	296	00	N	9	Tr. St.		2.00CR	82,745.43CR	
	324	2531	298	00	N	9	" Fed.		2.00	82,745.43	
	324	2531	412	00	P	1	Title Cost & Recording Fees			5.70	
	324	2531	903	00	P	1	Pay Loc Govt.			93,115.40	
	324	2531	915	00	P	1	Audit Services			532.25	
	324	2531	920	00	P	1	Prog. Sec.			16.93	
	324	2531	930	00	P	1	R/W oth. Exp.			198.61	
			TOT	P1						93,868.89	
			TOT	N1						5,517.07CR	
			** JOB TOTALS **					**	**	88,351.82 **	
SUNNYSIDE RD-COMMERCIAL ST CONT NO		FA PROJ NOS SOS 2403001 100									STATE
	324	2532	295	00	N	9				3,612.82	
	324	2532	296	00	N	9				25,388.75CR	
	324	2532	298	00	N	9				21,775.93	
	324	2532	414	00	P	1				33.18	
	324	2532	430	00	P	1				30.52	
	324	2532	903	00	P	1				25,000.00	
	324	2532	915	00	P	1			.10	309.63	
	324	2532	930	00	P	1				15.42	
			TOT	P1					.10	25,388.75	
			** JOB TOTALS **					**	.10 **	25,388.75 **	
CROSIAN CR(GOLF CRS RD)BR CONT NO		FA PROJ NOS BROS2403003 100									STATE
	324	2533	295	00	N	9				34.52	
	324	2533	296	00	N	9			11.90CR	184.49CR	
	324	2533	298	00	N	9			11.90	149.97	
	324	2533	407	00	P	1				63.37	
	324	2533	412	00	P	1		.02CR	4.54	4.54	
	324	2533	426	00	P	1				25.53	
	324	2533	430	00	P	1		.05CR	10.29	51.66	
	324	2533	930	00	P	1				42.29	
			TOT	P1				.07CR	14.83	187.39	
			** JOB TOTALS **					.07CR **	14.83 **	187.39 **	

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REPORT NO: FMBL003-1                        OREGON DEPARTMENT OF TRANSPORTATION                                   PAGE  25
SEQ: FEDERAL APPROPRIATION, FEDERAL           FINANCIAL MANAGEMENT SYSTEM                                   RUN 04/08/87 22:14
     PROJECT, AGREEMENT, EA-SUBJOB           OREGON STATE HIGHWAY DIVISION
                                                FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: W32
 AGREEMENT        TOTAL COSTS      AMOUNT       --PARTICIPATION--      AGREEMENT       FEDERAL      -ADJUSTMENT-       VOUCHER
  EA/SUBJOB         TO DATE     PREV CLAIMED    AMOUNT     PERCENT       AMOUNT         SHARE      AMOUNT  CODE        AMOUNT
FEDERAL PROJECT: M    -1308-002
********************************

 F00459
 AGREEMENT TOTALS  512,407.12    451,308.92    511,978.35  88.15      458,481.00     451,308.92       .00               .00

 F00460
   C09798  -000        248.40          1.89        248.40
   C09798  -001          4.11           .00           .00
   C09798  -081     20,513.38     18,299.62     20,513.38
 AGREEMENT TOTALS   20,765.89     18,301.51     20,761.78  88.15       20,000.00      18,301.51       .00               .00

FED PROJ TOTALS    533,173.01    469,610.43    532,740.13             478,481.00     469,610.43       .00               .00

FEDERAL PROJECT: M    -1308-003
********************************

 F02023
   C09851  -000     20,307.63        432.52      5,017.45
   C09851  -010      1,052.79           .00           .00
   C09851  -011    833,513.59    737,896.87    832,565.52
 AGREEMENT TOTALS  854,874.01    738,329.39    837,582.97  88.15      754,538.00     738,329.39       .00               .00

FED PROJ TOTALS    854,874.01    738,329.39    837,582.97             754,538.00     738,329.39       .00               .00

FEDERAL PROJECT: M    -1635-001
********************************

 F02179
   C3241938-010           .00           .00           .00
   C3241938-011     20,570.56     17,643.37     20,570.56
 AGREEMENT TOTALS   20,570.56     17,643.37     20,570.56  85.77       17,643.37      17,643.37       .00               .00

FED PROJ TOTALS     20,570.56     17,643.37     20,570.56              17,643.37      17,643.37       .00               .00

FEDERAL PROJECT: M    -1635-003
********************************

 F02211
   C3242531-000         18.53           .00         18.53
   C3242531-010           .00           .00           .00
```

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 04/08/87 22:14

FEDERAL APPROPRIATION: W32

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: M -1635-003									
********************************									
F02211									
C3242531-011	93,720.42	82,630.88	93,720.42						
REEMENT TOTALS	93,738.95	82,630.88	93,738.95	88.15	82,630.88	82,630.88	.00		.00
FED PROJ TOTALS	93,738.95	82,630.88	93,738.95		82,630.88	82,630.88	.00		.00
FEDERAL PROJECT: M -1635-004									
********************************									
F02112									
C09319 -010	15,268.29	.00	.00						
C09319 -011	157,454.60	138,843.47	157,454.60						
AGREEMENT TOTALS	172,722.89	138,843.47	157,454.60	88.18	138,843.47	138,843.47	.00		.00
F02113									
C09319 -080	2.15	.00	.00						
C09319 -081	7,336.02	6,468.90	7,336.02						
AGREEMENT TOTALS	7,338.17	6,468.90	7,336.02	88.18	6,468.90	6,468.90	.00		.00
FED PROJ TOTALS	180,061.06	145,312.37	164,790.62		145,312.37	145,312.37	.00		.00
DERAL PROJECT: M -1680-001									
********************************									
F02201									
C3241989-000	7,657.33	901.48	7,657.33						
C3241989-010	.00	.00	.00						
C3241989-011	16,713.37	19,371.52	16,713.37						
AGREEMENT TOTALS	24,370.70	20,273.00	24,370.70	88.15	20,273.00	21,482.77	1,209.77	B	.00
FED PROJ TOTALS	24,370.70	20,273.00	24,370.70		20,273.00	21,482.77	1,209.77	B	.00
FEDERAL PROJECT: M -1685-001									
********************************									
F01675									
C2241910-011	96.72	82.99	96.72						

3/25/87

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                                        JOB COST SUMMARY
                              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                   PAYROLL CHARGES ARE LOADED

                                                     CREW      MSA           CURRENT                   BALANCE TO
 BIEN     EA      SUBJOB  ACTIVITY   OBJ-DETAIL     NUMBER    FIELD          MONTH                       DATE

       C3242531    000       920        001          0631                           .00                      18.53
       C3242531    000       920        001          0631                           .00                      18.53

       C3242531    000       920 Prog.  001          0631                           .00                      18.53
                                 Section
       C3242531    000 Partic 920       001                                         .00                      18.53

       C3242531    000       920                                                    .00                      18.53

       C3242531    000                                                              .00                      18.53

       C3242531    010                               0100                           .00                  16,551.21-   ***
       C3242531    010                               0100                           .00                  16,551.21-

       C3242531    010                               0100                           .00                  16,551.21-

       C3242531    010                               0521                           .00                  16,551.21    ***
       C3242531    010                               0521                           .00                  16,551.21

       C3242531    010                               0521                           .00                  16,551.21

       C3242531    010                                                              .00                        .00

       C3242531    010                                                              .00                        .00

       C3242531    010                                                              .00                        .00

       C3242531    011                               0100                           .00                  93,868.89    ***
       C3242531    011                               0100                           .00                  93,868.89

       C3242531    011                               0100                           .00                  93,868.89

       C3242531    011                               0521                           .00                   5,517.07-   ***
       C3242531    011 Partic                        0521                           .00                   5,517.07-

       C3242531    011                               0521                           .00                   5,517.07-

       C3242531    011 Partic                                                       .00                  88,351.82

       C3242531    011                                                              .00                  88,351.82

       C3242531    011       050        001          0500                           .00                     616.42
       C3242531    011       050        001          0500                           .00                     616.42

       C3242531    011       050 Audit  001          0500                           .00                     616.42
                                 Services
       C3242531    011 Partic 050       001                                         .00                     616.42

       C3242531    011       050                                                    .00                     616.42
 *** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES
```

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	C3242531	011	910	504	7111		.00	1.12
	C3242531	011	910	504	7111		.00	1.12
	C3242531	011	910	504	7111		.00	1.12 ✓
	C3242531	011	910	504			.00	1.12
	C3242531	011	910				.00	1.12
	C3242531	011	913	504	7111		.00	.28
	C3242531	011	913	504	7111		.00	.28
	C3242531	011	913	504	7111		.00	.28 ✓
	C3242531	011	913	504			.00	.28
	C3242531	011	913				.00	.28
	C3242531	011					.00	88,969.64
	C3242531						.00	88,988.17

Prepare R/W maps

Blueprint Services

Blueprint Services

xxx INDICATES PRIOR TO JULY 1,1985 EXPENDITURES

9 - 9

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

September 4, 1986
IN REPLY REFER TO

HAM.1-OR

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Project M-1635(3)
Final Voucher

The subject project was authorized on 4/22/80 with the understanding, based on a March 28, 1980 memorandum from the Assistant Right-of-Way Manager, (copy enclosed) that the City of Salem had agreed to pay all benefits to relocatees from the subject project. The relocations were as a result of actions taken by the city prior to authorization and therefore are ineligible for Federal participation. Since the audit (Report No. 151) submitted with the final voucher recommends payment of $2,031.15 in understated relocation costs, we request an additional audit to determine the total relocation and associated costs which should be coded non-participating, as well as any other costs incurred or resulting from commitments made prior to 4/22/80.

Sincerely yours,

NOTED
E. S. HUNTER

For Dale E. Wilken
Division Administrator

Enclosure
Cy Rod Henry Ltr (3/28/80)

RECEIVED
STATE HWY ENGR
SEP 5 '86
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

~~9/5 Boyd -~~
~~Rough draft for~~
~~E S H please~~
~~Due 9/19~~
~~cm~~

9/8 Skoog
Rough draft for
E S H please
Due 9/22
cm

9319

324-1056

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION 7-30-84

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER PERIOD

FROM 6-3-81

TO 1-3-84

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-1635(4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 7,338.17	$ 7,336.02	.8818	$ 6,468.90	6,468.90	$0.00
182,008.33	157,454.60	.8818	~~145,312.37~~ 138,843.47	~~145,312.37~~ 138,843.47	0.00
$189,346.50	$164,790.62	.8818	145,312.37 ~~$151,781.27~~	145,312.37 ~~$151,781.27~~	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY Oregon

DATE 7-30-84

SIGNATURE OF AUTHORIZED OFFICIAL Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	35th Ave. Realignment at Silverton Rd FAU 1635 (35th Ave) N.E. Salem Marion County					
	Construction Type Code 6201 Roadway (Sta. 10+100 to Sta. 17+62.71)					
	Final Contract Payment Summary	Lump Sum			$ 92,867.91	
SFO	#1 Permanent Pavement Striping (City of Salem)	All Required			635.66	
SFO	#3 Permanent Signing (City of Salem)	All Required			468.24	
	Total Participating Construction Type Code 6201				$ 93,971.81	
	Type Code Y031 Traffic Signal (Sta. 10+00)					
	Final Contract Payment Summary	Lump Sum			$ 48,910.00	
	Total Participating Construction Cost				$142,881.81	
	Construction Engineering					
	State	All Required			$ 8,195.98	
	Work by City of Salem	All Required			13,236.29	
	Total Participating Construction Cost				$ 21,432.27	
	Misc Project Cost					
	Audit Expense	All Required			$ 476.54	
	Total Participating Project Cost				$164,790.62	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			$ 8,835.29	
	Interest on Final Payments	All Required			35.78	
	Construction Engineering (State)	All Required			1,947.55	
	Construction Engineering (City of Salem)	All Required			13,737.26	
	Total Non Participating Project Cost				$ 24,555.88	
	Total Project Cost				$189,346.50	
	Prepared based on Participating Cost as shown on the Federal Billing as of 8-2-84.					
	AMOUNT CARRIED FORWARD					

FINAL CONTRACT PAYMENT SUMMARY

CONTRACTOR [illegible]
PO Box 13405
Salem OR 97309

CONTRACT NO. 9319

ESTIMATE NO. 11F

45121

FINAL VOUCHER AMOUNT	$ 2555.71
PLUS INTEREST EARNED ON RETAINAGE DEPOSITED IN INTEREST BEARING ACCOUNT	506.61
LESS OSHD COSTS FOR ADMINISTERING RETAINAGE (INTEREST BEARING OR SECURITIES)	<82.94>
PLUS INTEREST DUE ON FINAL VOUCHER AMOUNT*	35.78
TOTAL DUE CONTRACTOR	3015.16

*INTEREST FROM 1/7/82 - 2/3/83

Frank R Giffen
(DESIGNATED AUTHORITY)

ESTIMATE NO.	DATE PAID	AMOUNT	AMT. ÷ .2000 = INT./DAY	X TOTAL DAYS	= INTEREST DUE
11F	5/11/83	2555.71	1.2779	28	35.78

Form 734-1388 (rev. 8-79) **10TH DAY AFTER MAILING.

No

Rev. 8-27-77

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE D & D PAVING INC PO BOX 13105 SALEM OR 97309	VOUCHER DATE 1-24-83	TOTAL AMOUNT $ 2,555.71
CONTRACT NO. 9319	ESTIMATE NO. 11 FINAL	APPROVED: M-1635(4) Designated Authority
PERIOD COVERED: TO 1-27-82		

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ______________________ (Name) CERTIFY THAT I AM ______________________ (Capacity)

FOR ______________________ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec. 109.15, Standard Specifications for Highway Construction.

If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

Form 734-1020X (Rev. 8-81)

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

MARION		9319	11
HIGHWAY FAU 1635 (35TH AVE NE)		FEDERAL AID PROJECT NO. 1635004	
SECTION 35TH AVE REALIGNMENT & SILVERTON RD			

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOU
001	1P MOBILIZATION		LUMP SUM	6830.0000	95.000	6488.50	A 6488
001	9N MOBILIZATION		LUMP SUM	6830.0000	5.000	341.50	"N" 341
002	1P TEMPORARY PROTECTION AND DIR OF TRAFFIC		LUMP SUM	4240.0000	95.000	4028.00	A 4028
002	9N TEMPORARY PROTECTION AND DIR OF TRAFFIC		LUMP SUM	4240.0000	5.000	212.00	"N" 212
003	1P TEMPORARY SIGNS		SQ FT	4.0000	29.000	116.00	A 116
003	9N TEMPORARY SIGNS		SQ FT	4.0000	7.000	28.00	"N" 28
004	1P TEMPORARY PLASTIC SAFETY MARKERS		EACH	50.0000	20.000	1000.00	A 1000
005	1P FLAGMEN		HOUR	23.0000	21.000	483.00	A 483
006	1P CLEARING AND GRUBBING		LUMP SUM	3860.0000	100.000	3860.00	A 3860
007	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS		LUMP SUM	2352.0000	100.000	2352.00	A 2352
008	1P GENERAL EXCAVATION		CU YD	3.7600	1,686.200	6340.11	A 6340
009	1P EXTRA FOR SELECTED TPSOILMATERIAL PA 4		CU YD	5.0000	180.500	902.50	A 900
010	1P TRENCH EXCAVATION		CU YD	6.7800	213.980	1450.78	A 1450
011	1P CRUSHED ROCK BACKFILL		CU YD	8.2500	98.940	816.26	A 816
012	1P FINISHING ROADBED AND	SLOPES	LUMP SUM	1850.0000	100.000	1850.00	A 1850
013	1P OBLITERATION OF OLD	ROADWAY	SQ YD	1.0000	986.000	986.00	A 986
014	1P WATERING		M-GAL	57.0000	22.700	1293.90	A 1293
015	1P 1"-0 AGGREGATE BASE		TON	6.2800	2,868.880	18016.57	A 18022
016	1P CLASS B ASPHALT CONCRETE		TON	26.7700	500.270	13392.23	A 13392
017	1P 10-INCH SEWER PIPE		LIN FT	8.1000	470.000	3807.00	A 3798
018	1P CONCRETE INLETS TYPE 2		EACH	300.0000	5.000	1500.00	A 1500
020	8P CONCRETE SIDEWALKS AND	DRIVEWAYS	CU YD	72.3000	95.270	6888.02	A 6888
021	1P CONCRETE CURBS		LIN FT	4.1500	1,625.000	6743.75	A 6743
023	1P STREET BARRICADE		EACH	400.0000	2.000	800.00	A 800
024	1P TRAFF SIGNAL INSTALLATIONCOMPLETE		LUMP SUM	44640.0000	100.000	44640.00	B 44640
025	1P FIRE PRE-EMPTION SYSTEM	COMPLETE	LUMP SUM	4270.0000	100.000	4270.00	B 4270
026	1P ROADSIDE SEEDING AND	MULCHING	ACRE	1240.0000	.600	744.00	A 694
027	1P FURN & PLANT	TREES PA 4	EACH	23.2400	42.000	976.08	976
027A	1P ESTABL WORK	TREES	EACH	3.3200	42.000	139.44	139
027B	1P ESTABL WORK	TREES	EACH	3.3200	42.000	139.44	139
027C	1P ESTABL WORK	TREES	EACH	3.3200	42.000	139.44	139

DATE 01 24 83 PG. 01 9319	TOTAL CONTRACT ITEMS	A. 85,253.02	
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS	B. 48,910.00	
CHECKED BY:	FORCE ACCOUNT	N. 581.50	
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

NT VOUCHER

AY DIVISION

MARION	9319	11	
HIGHWAY FAU 1635 (35TH AVE NE)	FEDERAL AID PROJECT NO. M 1635004		
SECTION 35TH AVE REALIGNMENT & SILVERTON RD			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ON		LUMP SUM	6830.0000	95.000	6488.50	A 6488.50	
ON		LUMP SUM	6830.0000	5.000	341.50	"N" 341.50	
PROTECTION AND DIR OF TRAFFIC		LUMP SUM	4240.0000	95.000	4028.00	A 4028.00	
PROTECTION AND DIR OF TRAFFIC		LUMP SUM	4240.0000	5.000	212.00	"N" 212.00	
SIGNS		SQ FT	4.0000	29.000	116.00	A 116.00	
SIGNS		SQ FT	4.0000	7.000	28.00	"N" 28.00	
PLASTIC SAFETY MARKERS		EACH	50.0000	20.000	1000.00	A 1000.00	
		HOUR	23.0000	21.000	483.00	A 483.00	
ND GRUBBING		LUMP SUM	3860.0000	100.000	3860.00	A 3860.00	
STRUCTURES ANDOBSTRUCTIONS		LUMP SUM	2352.0000	100.000	2352.00	A 2352.00	
CAVATION		CU YD	3.7600	1,686.200	6340.11	A 6340.11	
SELECTED TPSOILMATERIAL PA 4		CU YD	5.0000	180.500	902.50	A 900.35	2.15
AVATION		CU YD	6.7800	213.980	1450.78	A 1450.72	.06
CK BACKFILL		CU YD	8.2500	98.940	816.26	A 816.17	.09
ROADBED AND	SLOPES	LUMP SUM	1850.0000	100.000	1850.00	A 1850.00	
ON OF OLD	ROADWAY	SQ YD	1.0000	986.000	986.00	A 986.00	
		M-GAL	57.0000	22.700	1293.90	A 1293.90	
GATE BASE		TON	6.2800	2,868.880	18016.57	A 18022.85	6.28-
PHALT CONCRETE		TON	26.7700	500.270	13392.23	A 13392.23	
WER PIPE		LIN FT	8.1000	470.000	3807.00	A 3798.90	8.10
NLETS TYPE 2		EACH	300.0000	5.000	1500.00	A 1500.00	
IDEWALKS AND	DRIVEWAYS	CU YD	72.3000	95.270	6888.02	A 6888.02	
URBS		LIN FT	4.1500	1,625.000	6743.75	A 6743.75	
RICADE		EACH	400.0000	2.000	800.00	A 800.00	
AL INSTALLATIONCOMPLETE		LUMP SUM	44640.0000	100.000	44640.00	B 44640.00	
MPTION SYSTEM	COMPLETE	LUMP SUM	4270.0000	100.000	4270.00	B 4270.00	
EEDING AND	MULCHING	ACRE	1240.0000	.600	744.00	694.40	49.60
NT	TREES PA 4	EACH	23.2400	42.000	976.08	A 976.08	
K	TREES	EACH	3.3200	42.000	139.44	139.44	
K	TREES	EACH	3.3200	42.000	139.44	139.44	
K	TREES	EACH	3.3200	42.000	139.44	139.44	

PG. 01 9319	TOTAL CONTRACT ITEMS	A. 85,253.02		
	% RETAINED ON CONTRACT ITEMS	B. 48,910.00		
	FORCE ACCOUNT	N. 581.50		
	TOTAL PAYMENTS			

9319 11

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

HIGHWAY

FEDERAL AID PROJECT NO.

SECTION

FORM 734-1020 (REV. 7-78)

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOUN
028	1P FURN & PLANT	VINES PA 4	EACH	.5600	3,045.000	1705.20	A.	1710.
028A	1P ESTABL WORK	VINES	EACH	.0800	3,045.000	243.60		244.
028B	1P ESTABL WORK	VINES	EACH	.0800	3,045.000	243.60		244.
028C	1P ESTABL WORK	VINES	EACH	.0800	3,045.000	243.60		244.
029	1P SOIL CONDITIONER	PA 4	CU YD	12.4000	65.180	808.23		808.
030	1P BARK MULCH	PA 4	UNIT	105.4000	10.200	1075.08		1065.
031	9N 6-INCH PVC SEWER PIPE		LIN FT	7.5600	328.500	2483.46	N	2483.
032	9N 6"X6" WYE		EACH	24.0000	1.000	24.00		24.
033	9N CONNECTION TO EXISTING	MANHOLE	EACH	145.0000	1.000	145.00		145.
034	9N CONCRETE CLEANOUT		EACH	220.0000	1.000	220.00		220.
035	9N GRANULAR BACKFILL	MATERIAL	CU YD	8.0000	120.780	966.24		966.
036	9N EXTRA FOR PIPE UNDER	PAVEMENT	LIN FT	8.7700	18.000	157.86		157.
037	9N TRENCH EXCAVATION AND	BACKFILL	CU YD	3.7500	123.170	461.89		461.
038	9N INSTALLATION OF DUCTILE	IRON PIPE	LIN FT	4.7700	276.000	1316.52		1316.
039	9N INSTALLATION OF CAST	IRON FITTINGS	POUND	.7500	220.000	165.00		165.
040	9N INSTALLATION OF FIRE	HYDRANT ASSMBLY	EACH	245.3000	1.000	245.30		245.
041	9N GRANULAR BACKFILL	MATERIAL	CU YD	8.5000	10.090	85.77		85.
042	9N EXTRA FOR PIPE UNDER	PAVEMENT	LIN FT	5.5000	10.000	55.00		55.
043	9N TRENCH EXCAVATION AND	BACKFILL	CU YD	4.1000	104.330	427.75		427.
044	9N WELL ABANDONMENT		LUMP SUM	1500.0000	100.000	1500.00		1500
	PRICE AGREEMENT ITEMS							
30101	1P REMOVE & BACKFILL SEPTIC	TANK	LUMP SUM	221.5000	100.000	221.50	A	221
30201	1P REM & REPL CURB		LUMP SUM	200.0000	100.000	200.00		200
30301	1P SUBGRADE EXCAVATION		CU YD	4.3200	87.750	379.08		379
30302	1P FILTER FABRIC		ROLL	385.0000	2.000	770.00		770
30501	1P 2" CONDUIT & 3-#6	CONDUCTORS	LUMP SUM	1725.0000	100.000	1725.00		1725

DATE 01 24 83 PG. 02 9319	TOTAL CONTRACT ITEMS: A. 7,614.89
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS: N. 8,253.79
CHECKED BY:	FORCE ACCOUNT
ENGINEER OR AUDITOR	TOTAL PAYMENTS

ENT VOUCHER

HWAY DIVISION

HIGHWAY	FEDERAL AID PROJECT NO.	
	9319	11
SECTION		

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LANT	VINES PA 4	EACH	.5600	3,045.000	1705.20	1710.24	5.04-
ORK	VINES	EACH	.0800	3,045.000	243.60 A.	244.32	.72-
ORK	VINES	EACH	.0800	3,045.000	243.60	244.32	.72-
ORK	VINES	EACH	.0800	3,045.000	243.60	244.32	.72-
DITIONER	PA 4	CU YD	12.4000	65.180	808.23	808.23	
CH	PA 4	UNIT	105.4000	10.200	1075.08	1065.80	9.28
VC SEWER PIPE		LIN FT	7.5600	328.500	2483.46	2483.46	
E		EACH	24.0000	1.000	24.00	24.00	
ON TO EXISTING	MANHOLE	EACH	145.0000	1.000	145.00	145.00	
CLEANOUT		EACH	220.0000	1.000	220.00	220.00	
BACKFILL	MATERIAL	CU YD	8.0000	120.780	966.24	966.24	
R PIPE UNDER	PAVEMENT	LIN FT	8.7700	18.000	157.86	157.86	
XCAVATION AND	BACKFILL	CU YD	3.7500	123.170	461.89	461.89	
TION OF DUCTILE	IRON PIPE	LIN FT	4.7700	276.000	1316.52 N	1316.52	
TION OF CAST	IRON FITTINGS	POUND	.7500	220.000	165.00	165.00	
TION OF FIRE	HYDRANT ASSMBLY	EACH	245.3000	1.000	245.30	245.30	
BACKFILL	MATERIAL	CU YD	8.5000	10.090	85.77	85.77	
R PIPE UNDER	PAVEMENT	LIN FT	5.5000	10.000	55.00	55.00	
XCAVATION AND	BACKFILL	CU YD	4.1000	104.330	427.75	427.84	.09-
NDONMENT		LUMP SUM	1500.0000	100.000	1500.00	1500.00	
AGREEMENT ITEMS							
BACKFILL SEPTIC	TANK	LUMP SUM	221.5000	100.000	221.50	221.50	
PL CURB		LUMP SUM	200.0000	100.000	200.00	200.00	
EXCAVATION		CU YD	4.3200	87.750	379.08 A	379.08	
ABRIC		ROLL	385.0000	2.600	770.00	770.00	
IT & 3-#6	CONDUCTORS	LUMP SUM	1725.0000	100.000	1725.00	1725.00	

PG. 02 9319	TOTAL CONTRACT ITEMS	A. 7,614 89	
	% RETAINED ON CONTRACT ITEMS	N. 8,253.79	
	FORCE ACCOUNT		
	TOTAL PAYMENTS		

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

HIGHWAY

FEDERAL AID PROJECT NO.

SECTION

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUN

Type Code	"P" Construction Cost	"N" Construction Cost	Total Cost
6201	92,867.91	8,835.29	92,867.91 8,835.29
4031	48,910.00		48,910.00
Total Cost	141,777.91	8,835.29	$ 150,613.20

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

		AMOUNT TO DATE	PREVIOUS AMOUN
DATE 01 24 83 PG. 03 9319	TOTAL CONTRACT ITEMS	150613.20	150557
PREVIOUS VOUCHER NO. 27032	% RETAINED ON CONTRACT ITEMS		2,500.00
CHECKED BY: RHW/SDK	FORCE ACCOUNT		
ENGINEER OR AUDITOR W. MUELLER	TOTAL PAYMENTS	150,613.20	148,057.49

NT VOUCHER

WAY DIVISION

HIGHWAY	FEDERAL AID PROJECT NO.
SECTION	

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
"P" Construction Cost	"N" Construction Cost		Total Cost			
92,867.91	8,835.29		92,867.91 8,835.29			
48,910.00			48,910.00			
141,777.91	8,835.29		$ 150,613.20			
		GROSS RETAINAGE				
		TREASURER DEPOSIT				
		* NET RETAINAGE				
PG. 03 9319		TOTAL CONTRACT ITEMS		150613.20	150557.49	55.71
32		% RETAINED ON CONTRACT ITEMS			2,500.00	2,500.00
SDK		FORCE ACCOUNT				
UELLER		TOTAL PAYMENTS		150,613.20	148,057.49	2,555.71 ~~2,644.71~~

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS SEPTEMBER 1984

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
35TH AT SILVERTON ROAD	CONT NO 9319 * FA PROJ NOS M				1635004 88			M 1635004 06	STATE	06
	324 1056	201	00	P 1	Pay Contr.			134,889.89	81	83
	324 1056	201	00	P 8	" "			6,888.02	81	82
	324 1056	201	00	N 9	" "			8,835.29	81	83
	324 1056	206	00	N 1	Interest			31.49	83	83
	324 1056	206	00	N 8	"			2.15	83	83
	324 1056	206	00	N 9	"			2.14	83	83
	324 1056	208	00	N 1	Deduct for Admin on Ret.			72.99CR	83	83
	324 1056	208	00	N 8	" " " "			4.98CR	83	83
	324 1056	208	00	N 9	" " " "			4.97CR	83	83
	324 1056	270	01	P 1	SFO #1			635.66	83	83
	324 1056	270	03	P 1	" #3	30.50CR	30.50CR	468.24	83	84
	324 1056	295	00	N 9	Tr. City			17,400.00	82	82
	324 1056	296	00	N 9	" St.	26.89	2,205.77	162,712.37CR	81	84
	324 1056	298	00	N 9	" Fed.	26.89CR	2,205.77CR	145,312.37	81	84
	324 1056	900	00	P 1	Const. Engr.		1,499.54CR	2,882.92	81	84
	324 1056	900	00	P 8	" "			247.68	81	83
	324 1056	900	00	N 1	" "		1,499.54	1,499.54	84	84
	324 1056	900	00	N 9	" "			247.66	81	83
	324 1056	903	00	P 1	Pay Loc.			13,236.29	82	84
	324 1056	903	00	N 1	" "			13,737.26	83	83
	324 1056	915	00	P 1	Audit		57.19	476.54	84	84
	324 1056	915	00	P 8	"		28.59CR		84	84
	324 1056	915	00	N 9	"		28.60CR		84	84
	324 1056	920	00	P 1	Prog. Sec.			61.67	81	83
	324 1056	920	00	P 8	" "			1.19	83	83
	324 1056	920	00	N 9	" "			1.20	83	83
	324 1056	928	00	N 1	Admin or Ret.		7.41CR	72.99	81	84
	324 1056	928	00	N 8	" " "		3.71	4.98	84	84
	324 1056	928	00	N 9	" " "		3.70	4.97	83	84
	324 1056	940	00	P 1	Salem Lab.			516.89	81	83
	324 1056	940	00	P 8	" "			7.94	81	83
	324 1056	940	00	N 9	" "			7.95	81	83
	324 1056	941	00	P 1	Port. Lab.			2.09	82	82
	324 1056	941	00	P 8	" "			.15	82	82
	324 1056	941	00	N 9	" "			.14	82	82
	324 1056	942	00	P 1	Eugene Lab			95.28	81	82
	324 1056	944	00	P 1	Tech Services			2,472.31	81	84
	324 1056	944	00	P 8	"			159.93	82	84
	324 1056	944	00	N 9	" "			159.92	82	84
	324 1056	945	00	P 1	Const. Sec.			468.43	81	83
	324 1056	945	00	P 8	" "			31.11	82	83
	324 1056	945	00	N 9	" "			31.14	82	83
	324 1056	946	00	P 1	Reg. Off Expense			730.09	81	82
	324 1056	948	00	P 1	Gen Const Engr.			528.30	82	84
		TOT	P1			30.50CR	1,472.85CR	157,454.60		
		TOT	P8				28.59CR	7,336.02		
		TOT	N1				1,492.13	15,268.29		
		TOT	N8				3.71	2.15		
		TOT	N9				24.90CR	9,285.44		
		XX JOB TOTALS XX				30.50CRXX	30.50CRXX	189,346.50 XX		

324-1045 1# M -1720-002 APPR-W32	183,624.88	185,713.78	185,620.98	88.15	183,624.88	183,624.88
324-1046 1# BWM -1520-001 APPR-W32				88.15		
2# BWM -1520-001 APPR-W32				88.15		
8# BWM -1520-001 APPR-W32	44,338.01	50,664.83	50,298.37	88.15	44,338.01	44,338.01
324-1046 PREFIX TOTALS	44,338.01	50,664.83	50,298.37		44,338.01	44,338.01
324-1050 1# M -1830-004 APPR-W32	180,106.92	204,346.73	204,249.17	88.18	180,106.92	180,106.92
8# M -1830-004 APPR-W32	18,461.69	20,946.02	20,936.37	88.18	18,461.69	18,461.69
324-1050 PREFIX TOTALS	198,568.61	225,292.75	225,185.54		198,568.61	198,568.61
324-1056 1# M -1635-004 APPR-W32	138,843.47	172,722.89	157,454.60	88.18	138,843.47	138,843.47

801
BILLING NUMBER 14

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

10/11/84

PREFIX GRP FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
8# M -1635-004 APPR-W32	6,468.90	7,338.17	7,336.02	88.18	6,468.90	6,468.90		
9#		9,285.44						
324-1056 PREFIX TOTALS	145,312.37	189,346.50	164,790.62		145,312.37	145,312.37		
324-1057 1 X10 -1705-007 APPR-772	1943,162.00	1721,081.29	1706,944.36	85.00	1450,902.71	1450,809.53		93.18
8 X10 -1705-007 APPR-772	20,000.00	1,883.93	1,879.45	85.00	1,597.53	1,597.53		
9		186,750.33		85.00				
324-1057 PREFIX TOTALS	1963,162.00	1909,715.55	1708,823.81		1452,500.24	1452,407.06		93.18
324-1058 1# RRP -000S-046 APPR-139	78,699.07	87,443.41	87,443.41	90.00	78,699.07	78,699.07		
324-1059 1# M -5301-002 APPR-W32	206,933.74	235,660.68	234,671.97	88.18	206,933.74	206,933.74		
8# M -5301-002 APPR-W32	8.25	9.36	9.36	88.18	8.25	8.25		
324-1059 PREFIX TOTALS	206,941.99	235,670.04	234,681.33		206,941.99	206,941.99		
324-1060 1# M -1640-001 APPR-W32	92,218.24	103,955.32	104,579.54	88.18	92,218.24	92,218.24		
2# M -1615-003 APPR-W32	82,909.94	93,662.41	94,023.52	88.18	82,909.94	82,909.94		
8 M -1640-001 APPR-W32	2,789.50	3,163.42	3,163.42	88.18	2,789.50	2,789.50		
324-1060 PREFIX TOTALS	177,917.68	200,781.15	201,766.48		177,917.68	177,917.68		
324-1062 1# SOS -2403-001	47,633.29	65,123.49	55,536.07	85.77	47,633.29	47,633.29		

9319

nig cc: OSHD [illegible]oulter)

U[illegible]EPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER 10	REPORT NUMBER 2	COUNTY Marion		DIVISION Oregon
DATE OF REPORT 1-20-83	REPORT MADE BY William H. Kappus, Area Engineer			PROJECT NO. M-1635(4)
COMPLETION DATE 1-27-82	ACCEPTANCE DATE BY CONTRACT AGENCY 1-21-83		TIME ELAPSED 95 %	CONTRACT TIME 200 CD
APPROVED EXTENSIONS None	LOCATION See Below			

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involvi[illegible] Federal Funds, has been submitted
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right of way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and spec[illegible] and extra work.*

35th AVENUE REALIGNMENT @ SILVERTON ROAD
35th AVENUE NE. (Salem)
Grading, Paving, & Traffic Signals

This project provided for the reconstruction of the northerly end of 35th Avenue, via reversing curves, to intersect directly with 34th Avenue at Silverton Road. A signal was then installed at this new intersection.

The Contractor completed the project 10 days ahead of contract schedule. Project cost was as originally estimated. There were no contract claims.

A final inspection of the completed project was made on March 2, 1982.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 4 '84
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1/1

*NOTE: Not applicable for direct federal projects

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer William H. Kappus		SIGNATURE Original Signed By G. K. HOSSNER [illegible] Glenn K. Hossner	
TITLE Area Engineer	DATE 1-20-83	TITLE Field Operations Engineer	DATE 1/3/84

FORM FHWA 1446B
(Rev 12-79)

9319

STATE CO B

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-18	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 1	3-1-83	Project Number M-1635(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on August 19, 19 81,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 167,359.00	$ 176,258.00
Federal funds	$ 147,577.00	$ 155,422.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March, 19 83.

Oregon State Highway Division
(Official name of Highway Agency)

By

Acting Program Section Manager
(Title)

XXXX ~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon February 22, 1983

Federal-Aid Project
No. M-1635(4)

35th Ave. Realignment at Silverton Rd.
FAU 1635 (35th Ave. N.E.) Salem
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 10+00 to Sta. 17+62.71)

Subtotal of previous estimate of August 18, 1981 $ 95,144.00

Previous Estimate

1"-0 Aggregate Base	2,350 Ton	6.28	$ 14,758.00

Revised Estimate

1"-0 Aggregate Base	2,869 Ton	6.28	$ 18,017.32
Remove & Bk. Fill Septic Tank (P.A. #1)		All Required	221.50
Remove & Replace Curb (P.A. #2)		All Required	200.00
Subgrade Excavation	87.75 Cu. Yd.	4.32	379.08
Filter Fabric	2 Rolls	385.00	700.00
Permanent Signing (SFO #3)		All Required	200.00
			$ 19,717.90
		Increase	$ 4,959.90
		Subtotal	100,104.00
		Engineering	15,015.00
		Total	$ 115,119.00

Type Code Y031
Traffic Signal (Sta. 10+00)

Subtotal of previous estimate of August 18, 1981 $ 52,353.00

Additional Items

2" & 3" Conductors	All Required	$ 1,725.00
	Increase	$ 1,725.00
	Subtotal	54,078.00
	Engineering	7,061.00
	Total	$ 61,139.00

Length of Roadway -------------- 0.145 mile
Cost of Roadway Per Mile----------$793,924.13

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	$ 115,119.00	$ 101,511.00	$ 6,804.00	$ 6,804.00
Signals	61,139.00	53,911.00	3,614.00	3,614.00
Totals	$ 176,258.00	$ 155,422.00	$ 10,418.00	$ 10,418.00

Group 1 94%; Group 8 6%
Contract No. 9319
Prefix: 324-1938
Prefix: 324-1056

9319

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-117	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8 19 81	State Oregon STATE COPY County Marion Project No. M-1635(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

35th Ave. Realignment at Silverton Rd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-3-81	0.145
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 167,359.00	FEDERAL FUNDS $ 147,577.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator AUG 19 '81

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon August 18, 1981

Federal Aid Project
No. M-1635(4)

35th Ave. Realignment at Silverton Rd.
FAU 1635 (35th Ave. N.E.) Salem
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 10+00 to Sta. 17+62.71)

Mobilization	95	%	All Required	$ 6,488.00
Temporary Protection and Direction of Traffic	95	%	All Required	4,028.00
Temporary Signs	25	Sq. Ft.	4.00	100.00
Temporary Plastic Safety Markers	22	Each	50.00	1,100.00
Flagmen	140	Hour	23.00	3,220.00
Clearing and Grubbing			All Required	3,860.00
Removal of Structures and Obstructions			All Required	2,352.00
General Excavation	2,025	Cu. Yd.	3.76	7,614.00
Extra for Selected Topsoil Material	170	Cu. Yd.	5.00	850.00
Trench Excavation	125	Cu. Yd.	6.78	847.50
Crushed Rock Back Fill	55	Cu. Yd.	8.25	453.75
Finishing Roadbed and Slopes			All Required	1,850.00
Obliteration of Old Roadway	960	Sq. Yd.	1.00	960.00
Watering	65	M-Gal.	57.00	3,705.00
1"-0 Aggregate Base	2,350	Ton	6.28	14,758.00
Class "B" Asphalt Concrete	520	Ton	26.77	13,920.40
10-inch Sewer Pipe	510	Lin. Ft.	8.10	4,131.00
Concrete Inlets, Type 2	5	Each	300.00	1,500.00
Concrete Cleanouts	1	Each	315.25	315.25
Concrete Sidewalks, and Driveways	86	Cu. Yd.	72.30	6,217.80
Concrete Curbs	1,620	Lin. Ft.	4.15	6,723.00
Salvaging and Reinstalling Chain Link Fence	120	Lin. Ft.	3.00	360.00
Street Barricade	2	Each	400.00	800.00
Roadside Seeding and Mulching	1	Acre	1,240.00	1,240.00
Furnishing and Planting Trees	38	Each	33.20	1,261.60
Furnishing and Planting Vines	4,100	Each	.80	3,280.00
Soil Conditioner	60	Cu. Yd.	12.40	744.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,200.00
		$ 1,200.00
	SUBTOTAL	$ 95,144.10
	Engineering	12,843.90
	TOTAL	$107,988.00

Type Code Y031
Traffic Signal (Sta. 10+00)

Traffic Signal Installation, Complete	All Required	$ 44,640.00
Fire Preemption System, Complete	All Required	4,270.00
		$ 48,910.00

Anticipated Items

State Furnished Software Program	All Required	$ 350.00
Signal Controller Testing and Turn-On		3,050.00
	SUBTOTAL	$ 52,310.00
	Engineering	7,061.00
	TOTAL	$ 59,371.00

Length of Roadway --------------- 0.145 mi.
Cost of Roadway Per Mile --------$744,744.82

Work Retained in Program Status
(Not included in totals below)

Permanent Signing	200.00

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	$107,988.00	$ 95,224.00	$ 6,382.00	$ 6,382.00
Signals	59,371.00	52,353.00	3,509.00	3,509.00
TOTAL	$167,359.00	$147,577.00	$ 9,891.00	$ 9,891.00

Group 1 100%
Contract No. 9319
Prefix: 324-1938
Prefix: 324-1056

35th Ave. Realignment at Silverton Rd.
(non participating - City work)

Mobilization	5	%	All Required	$ 342.00
Temporary Protection and Direction of Traffic	5	%	All Required	212.00
Temporary Signs	7	Sq. Ft.	4.00	28.00
Flagmen	40	Hour	23.00	920.00
SANITARY SEWER				
6-inch PVC Sewer Pipe	310	Lin. Ft.	7.56	2,343.60
6"X6" Wye	1	Each	24.00	24.00
Connection to Existing Manhole	1	Each	145.00	145.00
Concrete Cleanout	1	Each	220.00	220.00
Granular Backfill Material	130	Cu. Yd.	8.00	1,040.00
Extra for Pipe Under Pavement	20	Lin. Ft.	8.77	175.40
Trench Excavation and Backfill	165	Cu. Yd.	3.75	618.75
WATERLINE				
Installation of Ductile Iron Pipe	275	Lin. Ft.	4.77	1,311.75
Installation of Cast Iron Fittings	435	Pound	.75	326.25
Installation of Fire Hydrant Assembly	1	Each	245.30	245.30
Granular Backfill Material	10	Cu. Yd.	8.50	85.00
Extra for Pipe Under Pavement	10	Lin. Ft.	5.50	55.00
Trench Excavation and Backfill	100	Cu. Yd.	4.10	410.00
Well Abandonment			All Required	1,500.00
			SUBTOTAL	$ 10,002.05
			Engineering	1,350.34
			TOTAL	$ 11,352.39

9319 2-1-83 file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Const., Inc. No. 9041	Sager Cr. Br. & Kale Cr. Culvert Clatsop County	Jan. 3, 1983
Cascade Const. Co., Inc. No. 9062	NE Col. Blvd.-NE Weidler St. (Unit 1) Multnomah County	Jan. 3, 1983
COMCO Const. Ore. Ltd. dba Salem Road & Driveway Co. No. 9436	Church Road-Pac. Hwy. West Polk County	Jan. 4, 1983
J. C. Compton Co. No. 9241	Elgin-Minam River Road Union County	Jan. 4, 1983
C.W. McCallum Const. Co. No. 9347	Southbound On Ramp @ Beaverton/Hillsdale Hwy. Washington County	Jan. 4, 1983
The Kaspac Corp. dba Kaspac Industries No. 9382	Jackson County Pavement Marking Project Jackson County	Jan. 4, 1983
East County Electric Co., Inc. No. 9450	Pac. Hwy. W. @ 12th St. (McMinnville) Yamhill County	Jan. 4, 1983
Ajax Electric Co. No. 9430	Beaverton/Hillsdale Hwy. @ SW 107th Ave. Washington County	Jan. 4, 1983
Schoolhouse R Electric No. 9407	Col. River Hwy. @ W. Rainier Dike Rd. (Rainier) Columbia County	Jan. 5, 1983
A.K. Lundmark & Son, Inc. No. 9442	Rock Creek Bridges Washington County	Jan. 5, 1983
Hannan Bros. Const., Inc. No. 9410	Westport Ferry Slip Clatsop County	Jan. 5, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Hansen Electric Co., Inc. No. 9208	SW Murray Blvd. @ SW Walker Rd. (Beaverton) Washington County	Jan. 6, 1983
Joseph Garfas dba Schoolhouse R Electric No. 9392	Rogue Valley Hwy. @ Valley View Rd. (Talent) Jackson County	Jan. 11, 1983
D Mc D Corp. No. 9377	LaGrande/Baker Hwy. @ Pierce Lane Union County	Jan. 12, 1983
F. Kelly Somers Const. Co. & F.L. Somers Co., Inc., J.V. No. 9303	NCL-Main St. (Rogue River) Jackson County	Jan. 18, 1983
Hamilton Electric, Inc. No. 9105	SW Macadam Ave.-SW Hamilton Court Multnomah County	Jan. 20, 1983
R. A. Hatch Co. No. 9227	Cedar Hills Blvd.-Sylvan Intchge. Washington & Multnomah Counties	Jan. 21, 1983
D & D Paving Co. No. 9319	35th Ave. Realign. @ Silverton Rd. Marion County	Jan. 21, 1983
Ross Bros. Const., Inc. No. 9441	UPRR & Frontage Rd. O'Xing. (The Dalles) Wasco County	Jan. 24, 1983
Eagle-Elsner, Inc. No. 9457	Oswego Hwy. @ Marylhurst College Entrance Clackamas County	Jan. 24, 1983
Fabricators, Inc. No. 9301	Davis Slough-Bullards Bridge Coos County	Jan. 25, 1983
Western Mixing Co. No. 9307	Painted Hills Rd.-Mitchell Wheeler County	Jan. 26, 1983
Swanston Equipment Co. No. 9384	Lane County Pavement Marking Project #5 Lane County	Jan. 27, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9460	Pac. Hwy. E. @ Grimm Road Marion County	Jan. 27, 1983
Hi-Land Const., Inc. No. 9518	Grass Butte Rock Production Crook County	Jan. 31, 1983
Morse Bros., Inc. No. 9458	Condon Rock Production Gilliam County	Jan. 31, 1983

February 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9517

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-18-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1635(4)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80287

2A. COUNTY NAME Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/16/82

8. FEDERAL ROUTE NUMBER FAU 1635

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

35th Avenue Realignment at Silverton Road

11. GENERAL DESCRIPTION OF WORK

Furnish and install permanent signing by City Forces

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12/16/82 as requested in Mr. Keasey's letter of 1/13/83 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 3 representing work to be done by City of Salem Forces is approved for a TEC of $200.00 Federal Funds $176.00.

RECEIVED
STATE HWY ENGR
JAN 24 '83
REFER TO Swan
FOR
☐ Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File

[illegible] 1/24

14. DATE 1/18/83

15. SIGNATURE OF APPROVING OFFICIAL D. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9319 12-13-82

Salem

1 Versteeg ✓
Anderson
2 Adams
Olson
pa cy Sullivan
Terpin
Tr
Weberlig

RECEIVED
DEC 13 1982
ROAD DESIGN SECTION

35TH AVENUE REALIGNMENT
AT SILVERTON ROAD
F.A.U. 1635
CONTRACT NO. 9319

Don't usually comment on outside engineered projects. DMS

RESIDENT ENGINEERS NARRATIVE REPORT

Pre-Construction Conference

The pre-construction conference was held in Room 335, of Salem City Hall on July 10, 1982. The following agencies and companies were represented: Oregon State Highway Division; City of Salem Department of Public Works; Northwest Natural Gas; Portland General Electric, Viacom Television Cable; D & D Paving.

Utility Relocation

Due to the new alignment of the roadway, utility relocation was minimal. Portland General Electric started their pole relocation on July 15, 1981.

Roadway Construction

D and D Paving started clearing, grubbing and excavation on July 27, 1981.

On July 28, 1981 the contractor's excavation encountered an abandoned septic tank at station 11+25 right. Price agreement no. 1 was prepared and approved for the pumping and backfill of this septic tank.

Scharff Brothers (subcontractor) installed the water and sanitary sewer lines between August 3 and 10, 1981. No significant problems were encountered.

The construction signing plans and special provisions were inadequate regarding handling northbound 35th Avenue traffic while connecting the realigned street to the existing street. D and D requested and was granted a four week-day closure of 35th Avenue in order to make this connection.

During excavation of the old 35th Avenue roadway near stations 15+50 to 17+50, the contractor encountered soft subgrade on August 24, 1981. Warren Mueller, State Highway Liaison Project Manager and Ted Litchfield, State Highway Region 2 Operations Engineer were consulted. It was agreed to over-excavate, use filter fabric, and add extra crushed rock to correct the soft subgrade. The work was paid for by price agreement no. 3 and bid item unit prices.

35th Avenue was paved on August 27, 1981

Landscaping

E.M.I., Inc. (subcontractor) started hauling in topsoil, soil conditioner, etc. on September 9, 1981.

The landscape plans were revised by price agreement no. 4 to extend the landscaping on the east side of realigned 35th Avenue from station 14+75 to 16+25, in order to screen off the former 35th Avenue route for northbound 35th Avenue traffic.

On February 22, 1982 the landscaping was completed except for replacing some missing tree stakes, and replacement of some dead ground cover plants.

The landscape establishment period will extend to October 31, 1982 per section 682.42 of the project special provisions.

Traffic Signal

Electric Corp. (subcontractor) started installation of the traffic signal on November 2, 1981.

The traffic signal plans were prepared anticipating P.G.E. to relocate their power pole at the southwest quadrant of the 35th Avenue and Silverton Road intersection. However, P.G.E. could not obtain necessary easements to do so, which caused them to locate their pole in the southeast quadrant of 35th Avenue at Silverton Road. When this problem was noticed, 35th Avenue was already paved. Consequently price agreement no. 5 was prepared to push a conduit under 35th Avenue from the southwest corner controller location to the southeast corner power source location. Had this problem been noted prior to paving, the additional cost of this power source relocation would have been significantly reduced.

The traffic signal was turned on at 1:30 p.m. January 27, 1982.

Final Cleanup and Inspection

On February 8, 1982, the City's inspector, Leroy Walters, and Greg Spence of D & D Paving walked thru the project site and agreed on a list of cleanup work to be completed prior to the semifinal inspection. On February 10, 1982 Leroy Walters and Greg Spence again met at the site to review status of cleanup items. Most were completed. On February 22, 1982 Greg Spence informed the City that all work was completed, except replacement of the missing tree stakes which would be done within a week or two.

On February 10, 1982, D & D Paving gave the City a letter dated February 8, 1982 requesting a semifinal inspection on this project. The request was forwarded to Warren Mueller for scheduling various State Highway and Federal Highway personnel to attend a semifinal inspection.

The semifinal inspection was held on March 2, 1982. Attending were: Ralph Lambert, City Resident Engineer; Lew Garrison, City Traffic Engineer; Warren Mueller, O.S.H.D. Liaison Project Manager; Jerry Wimer, O.S.H.D. Region 2 Construction Engineer; Bill Kappus, F.H.W.A. Area Engineer; Greg Spence, D & D Paving; and Leroy Walters, City Construction Inspector. Two items were noted for further action prior to final inspection and acceptance:

1. The asphalt paving has patches at station 10+25, 11+25, and 17+50, all in the southbound lane, which need repaved in warmer weather. These are to be corrected during the summer of 1982.

2. The landscape establishment period continues until October 31, 1982 per the project special provisions. The missing tree stakes and replacement of any unhealthy plants will be accomplished during the landscape establishment period.

Conclusion

A satisfactory and acceptable project has been constructed with a minimum of conflicts and problems. With the pavement corrections and completion of the landscape establishment period on October 31, 1982, this project will be ready for final inspection and acceptance.

RWL:co

Ralph W. Lambert

Ralph W. Lambert, P.E.
Resident Engineer, City of Salem

File Memo
35th Avenue Realignment
W.O. #77 0 345, Contract #9319
Documentary of Preconstruction Conference

On July 10, 1981 a Pre-construction Conference was held at City Hall, Room 335. The following agencies were represented: O.S.H.D., N.W.N.G., P.G.E., Viacom Cablevision, D & D Paving, and the City of Salem, Public Works Engineering Department.

Some of the following points were brought up and discussed.

- All project materials brought to the project site for use under this contract must have materials certification.
- Mentioned that the City Survey Department should run a cross section survey before and after street excavation. State Highway Department will run survey data through their computer for final acceptable quantities.
- Portland General Electric to relocate existing power pole. Present location in the way of proposed street improvements.
- City Construction Supervisor to review the general contractor's list of sub-contractors for approval.
- Any extra work beyond contract bid items that will require Price Agreements, Change Orders, etc., must be agreed upon and approved in writing by the State and the City before the actual work is started.
- The State requires that a representative from the regional office be present to witness all field testing, compaction test, asphalt samples, concrete cylinders, etc.
- Also pointed out that all sub-contracts need to be approved by the State before the work by the sub-contractors start.

Contractor, D & D Paving, submitted the construction time schedule at the Pre-construction Conference, but without dates. Starting date uncertain as of July 10, 1981.

CL-82-2[illegible]7
9319

files B

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 13 1982
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

December 10, 1982

RECEIVED
DEC 14 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CON 5
#9319

Allen, Stortz, Fox & Susee
Attorneys at Law
Sixth Floor, Franklin Building
Salem, OR 97301

Gentlemen or Ladies:

This will acknowledge the "Notice of Claim Against Bond" from Electric Corporation concerning the following Highway Division contract:

FILED BY:	Electric Corporation
AMOUNT:	$2,244.80 plus interest
FOR:	Labor and Materials
AGAINST: (Prime Contractor)	D & D Paving Co.
CONTRACT NO.:	9319
PROJECT:	35th Ave. Realignment at Silverton Rd.
SURETY:	Safeco Insurance Co. of America
AGENT:	Wulf Insurance

We note that you have filed this directly with the surety, Safeco Insurance Company, and the Secretary of State. We will notify the contractor of the receipt of this claim.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert Jormsen

Robert W. Jormsen
COMMISSION SERVICES

js

cc: D & D Paving Co.
P. O. Box 13105
Salem, OR 97309

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

NOTED ON
12-20-82 js

bc: Secretary of State - The Attorneys have filed the attached claim directly with you. Please advise of your filing date and number on the enclosed copy of this letter.

ALLEN, STORTZ, FOX & SUSEE
ATTORNEYS AT LAW
SIXTH FLOOR, FRANKLIN BUILDING
SALEM, OREGON 97301

CERTIFIED
P23 9144409
MAIL

NOTICE OF CLAIM AGAINST BOND

TO: Oregon State Highway Division
Department of Transportation
State of Oregon
P. O. Box 14030
Salem, Oregon 97310

and Public Works Department
Engineering Inspection,
Attention Helen Skog
City of Salem
325 Civic Center
Salem, Oregon 97301

and Safeco Insurance Company
of America
4101 S.W. Kruse Way
Lake Oswego, Oregon 97034

and City of Salem, Recorder
559 Liberty St. S.E.
Room 205
Salem, Oregon 97301

and Norma Paulus,
Secretary of State
State of Oregon

NOTICE IS HEREBY given that the undersigned ELECTRIC CORPORATION, an Oregon corporation, has a claim as follows:

For furnishing labor and material in the realignment of 35th Avenue N.E. Traffic Signal as follows:

Original contract amount	$48,910.00
Change Order #1	1,503.00
	$50,413.00
less 5% retainage	(2,244.80)
less payments	$48,168.80
Total Claim - retainage	2,244.80

on account of labor and materials furnished to D & D Paving Company, general contractor, pursuant to a sub-contract with said general contractor dated on or about July 2, 1981. The labor and materials furnished by the undersigned was with respect to the construction contract between the Highway Division, State of Oregon, City of Salem and said general

RECEIVED
DEC 9 1982
COMMUNICATION SERVICES
DEPARTMENT OF TRANSPORTATION

contractor and pertaining to the realignment of 35th Avenue, NE, Traffic Signal, State Contract #9319. The undersigned claims the sum of $2,244.80 as the retainages together with interest against the performance and payment bonds furnished by said general contractor as principal and Safeco Insurance Company of America as surety upon said bonds given to insure the faithful performance and payment of labor and materials in connection with the said construction, which bond is dated on or about July 21, 1981 and is further identified as State of Oregon Contract #9319.

ELECTRIC CORPORATION
an Oregon corporation

By Lorna D. Hilderbrand
Lorna D. Hilderbrand,
Office Manager
CLAIMANT

STATE OF OREGON)
) ss.
County of Marion)

I, LORNA D. HILDERBRAND, being first duly sworn, depose and say that I am the Office Manager of claimant corporation above named; that I have knowledge of the facts therein set forth and that all statements therein are true and correct.

Lorna D. Hilderbrand

Subscribed and Sworn to before me this 6th day of December, 1982.

Jacquelyn Lea
Notary Public for Oregon
My Commission expires: 4-1-85

9319

L

May 4, 1982

Electric Corp.
P. O. Box 12186
Salem, OR 97309

CON 5
#9319

Attention: Gene A. Fields
President

Gentlemen:

This will acknowledge your letter of April 28 stating that the claim filed by Capital Enterprise and Engineering on Contract No. 9318 should have been filed against Contract No. 9319. Your letter also states that payment has been made.

This information is being noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

«EC» ELECTRIC CORP
1375 13TH ST. SE : P.O. BOX 12186 : SALEM, OREGON 97309
AREA CODE 503 TEL. 364-6725

April 28, 1982

Robert W. Gormsen
Commission Services
DEPARTMENT OF TRANSPORTATION
Transportation Building
Salem, Oregon, 97310

Re: Capital Enterprise and Engineering
Filing of Claim - Contract No. 9318

Dear Mr. Gormsen:

On April 9, 1982, Edward T. Gossack, Captial Enterprise & Engineering, filed a claim pursuant to Section 107.28, "Standard Specifications for Highway Construction", on Contract No. 9318.

This claim should have been filed against Contract No. 9319, 35th Avenue Realignment at Silverton Road Traffic Signal, D & D Paving Company, who is the general contractor for this job.

We did not receive payment from D & D Paving until April 23, 1982, for the traffic signal equipment furnished by Mr. Gossack's company. On the same day we paid Mr. Gossack's company in full (see attached signed release).

Sincerely,

Gene A. Fields
President
GAF/lh
cc: Comco Construction, Oregon, Ltd. dba Salem Road & Driveway
P. O. Box 603, Salem, Oregon, 97308
United Pacific Insurance Company, Fidelity & Surety Department,
P. O. Box 1216, Tacoma, Washington, 98401
D & D Paving, P. O. Box 13105, Salem, Oregon, 97309

RECEIVED
MAY 3 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

«EC» ELECTRIC CORP
1375 13TH ST. SE : P.O BOX 12186 : SALEM, OREGON 97309
AREA CODE 503 TEL. 364-6725

April 23, 1982

CAPITAL ENTERPRISE & ENGINEERING
4357 Orchard Heights Road, NW
Salem, Oregon, 97304

RE: TRAFFIC SIGNAL INSTALLATIONS
D & D PAVING - 35th Avenue Realignment
SALEM ROAD & DRIVEWAY - Boone Road, SE & Barnes Avenue, SE

Capital Enterprise & Engineering Invoices:

#112-1	$ 7,500.00
#112-2	8,150.00
#112-4	3,280.00
#201-6	800.00
#202-7	3,050.00
	$22,780.00
Less Invoice #201-6 - Over billing per signed Purchase Order #81-255-1:	(80.00)
Less Invoice #202-7 - Air freight per agreement of 2/5/82:	(204.00)
Total amount due:	$22,496.00
Paid - Check #5691	(12,150.00)
Paid - Check #5692	(10,246.00)
Balance due:	0

Acknowledgement of payment in full:

BY Charles F. Mathis
Capital Enterprise & Engineering

TITLE Office Manager

DATE 4/23/82

cc: Salem Road & Driveway Company, P. O. Box 603, Salem, Or., 97308
United Pacific Insurance Co., P. O. Box 1216, Tacoma, Wn., 98401
R. W. Gormsen, Department of Transportation, State of Oregon

9319

324-1938

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

4-17-82

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

(For use of Paying Office)

ADDRESS Treasurer of the State of Oregon
Capitol Bldg.
Salem, OR 97310

STATE Oregon

VOUCHER FROM

TO 5/22/78
[illegible]

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)

X

FEDERAL AID PROJECT NO. M-1635(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$19,675.18	$20,570.56	85.77%	$17,643.37	$17,643.37	$ 0.00

RECEIVED DIVISION OFFICE		DIVISION OFFICE REVIEW MADE		PASSED FOR PAYMENT	
BY	DATE	BY	DATE	BY	DATE

4/19/82 V.E. Skoog, Controller

REMARKS Oregon

PE

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	35th Ave. N.E. at Silverton Road (Salem) Section City Street in Marion County					
	Preliminary Engineering					
	Type Code P.E.					
	Work by City of Salem	All Required			$12,591.57	
	State	All Required			7,497.15	
	Total Participating Preliminary Engineering				$20,088.72	
	Misc. Project Cost					
	Audit Expense	All Required			481.84	
	Total Participating Project Cost				$20,570.56	
	City of Salem Share P.E.	All Required			(895.38)	
	Total Project Cost				$19,675.18	
	Prepared based on Participating Costs as shown on Federal Billing as of 4/22/82					
	AMOUNT CARRIED FORWARD . . .					

```
SHAFF RD-WASHINGTN
             324    1937     295       00 N 9
             324    1937     296       00 N 9        5,177.53CR        5,177.53CR       8,262.53CR
             324    1937     298       00 N 9        5,177.53          5,177.53         6,982.53
             324    1937     901       00 P 1                              7.55           418.58
             324    1937     903       00 P 1                          6,498.63         6,498.63
             324    1937     905       00 P 1          168.18CR          168.18CR         496.14
             324    1937     911       00 P 1                                             405.96
             324    1937     914       00 P 1                                               7.50
             324    1937     920       00 P 1           17.12CR           17.12CR
             324    1937     921       00 P 1          418.83CR          418.83CR         273.92
             324    1937     922       00 P 1           14.58CR           14.58CR          25.18
             324    1937     923       00 P 1                                              11.58
             324    1937     950       00 P 1                                               3.50
                             TOT       P1              618.71CR        5,887.47         8,140.99
                          ** JOB TOTALS **             618.71CR**      5,887.47  **     8,140.99  **

                                                                                                   STATE
35TH AVE REALIGN (SALEM)     CONT NO    * FA PROJ NOS M   635001 100
             324    1938     294       00 N 1            6.78             56.64CR          895.38CR
             324    1938     296       00 N 9          419.00          1,883.87CR       17,627.93CR
             324    1938     298       00 N 9          419.00CR        1,883.87         17,627.93
             324    1938     901       00 P 1 (Proj. Mr.)                 14.01            120.54
             324    1938     903       00 P 1 [illegible]                778.44         12,591.57


TOTAL TO DATE JOB COST SUMMARY                                         APRIL 1982        PAGE  646

                                                                         FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX     FUNCTION   GR  CURRENT MONTH    YEAR TO DATE       TO DATE
             324    1938     905       00 P 1 Fin, Des.                                       981.57
             324    1938     910       00 P 1 Reg. Geol. 113.06CR                             451.21
             324    1938     911       00 P 1 Tr. Sec.                                        478.32
             324    1938     912       00 P 1 Lab. Sc                                          65.80
             324    1938     915       00 P 1 Audit                       481.84              481.84
             324    1938     920       00 P 1 [illegible] Sec.                                531.16
             324    1938     921       00 P 1 Specs.     357.46CR         628.88            3,012.74
             324    1938     922       00 P 1 Eqm Serv.                                        10.72
             324    1938     923       00 P 1 Env Sec.                                      1,845.09
                             TOT       P1              470.52CR        1,903.17         20,570.56
                             TOT       N1                6.78             56.64CR          895.38CR
                          ** JOB TOTALS **             463.74CR**      1,846.53  **    19,675.18  **

                                                                                                   STATE
SALEM HILFICKER RD SUNNY-COMM CONT NO    * FA PROJ NOS SOS 403001 100
             324    1939     296       00 N 9                          2,123.14CR       2,349.70CR
             324    1939     298       00 N 9                          2,123.14         2,349.70
             324    1939     901       00 P 1                                              63.75
             324    1939     905       00 P 1                            584.12           584.12
             324    1939     910       00 P 1                            421.00           611.44
             324    1939     911       00 P 1                            632.90           632.90
             324    1939     914       00 P 1                             11.00            11.00
                             918       00 P 1                              2.70             2.70
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B01

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX	GRP FI	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
324-1922	1	RR00-000S-025 APPR-686	1,800.00	1,521.76	1,521.76	90.00	1,369.58	1,369.58		
324-1923	1	RR00-000S-027 APPR-686	1,170.00	1,333.87	1,333.87	90.00	1,200.48	1,170.00	30.48 B	
324-1925	1#	M -1705-001 APPR-W32	282,078.66	329,273.02	328,763.01	85.80	282,078.66	282,078.66		
324-1927	1	RRP -000S-012 APPR-139	1,500.00	229.46	229.46	90.00	206.51	206.51		
324-1928	1	RRP -000S-012 APPR-139	1,500.00	930.41	930.41	90.00	837.37	837.37		
324-1929	1	RRP -000S-012 APPR-139	1,500.00	503.54	503.54	90.00	453.19	453.19		
324-1930	1	M -0000-005 APPR-W32	500.00	483.87	483.87	90.00	435.48	435.48		
32. .931	1	BWM -1575-001 APPR-W32	1,716.00	2,135.17	2,135.17	85.80	1,831.98	1,716.00	115.98 B	
324-1932	1	BWM -1520-001 APPR-W32	1,886.00	1,605.43	1,605.43	85.80	1,377.46	1,377.46		
324-1933	1	BWM -1617-001 APPR-W32	7,722.00	7,134.40	7,134.40	85.80	6,121.32	6,121.32		
324-1934	1	BWM -1620-001 APPR-W32	4,890.00	2,640.65	2,640.65	85.80	2,265.68	2,265.68		
324-1935	1	M -1640-001 APPR-W32	2,144.00	6,196.67	6,113.22	85.80	5,245.14	2,144.00	3,101.14 B	
324-1936	1	BWM -1685-002 APPR-W32	6,520.00	2,979.08	3,200.49	85.80	2,746.02	2,746.02		
324-1937	1#	SOS -2402-001 APPR-680	6,982.53	8,140.99	8,140.99	85.77	6,982.53	6,982.53		
324-1938	1#	M -1635-001 APPR-W32	17,643.37	19,675.18	20,570.56	85.77	17,643.37	17,643.37		
324-1939	1	SOS -2403-001 APPR-680	8,360.00	2,822.99	2,739.54	85.77	2,349.70	2,349.70		
324-1940	1	M -1705-002 APPR-W32	154,940.00	171,986.87	171,343.16	85.80	147,012.43	146,591.97		420.46
324-1941	1	XI -1525-001 APPR-823	909,289.00	795,842.54	794,936.82	85.77	681,817.31	678,820.75		2,996.56
3. 1942	1	XI -1635-002 APPR-823	24,867.00	24,757.15	24,757.15	85.80	21,241.63	21,241.63		
324-1946	1	M -1615-003 APPR-W32	2,732.00	3,280.28	3,280.11	88.10	2,889.78	2,732.00	157.78 B	
324-1947	1	RRS -1587-001 APPR-138		389.36	242.73	90.00	218.46		218.46 A	
324-1949	1	RRP -000S-019 APPR-139	1,800.00	79.35	79.35	90.00	71.42	71.42		
324-1951	1	RRO -000S-046 APPR-685	900.00	232.87	232.87	90.00	209.58	209.58		
324-1952	1	M -1720-002 APPR-W32	10,828.00	11,533.11	11,533.11	88.10	10,160.67	10,160.67		
324-1954	1	RRP -A584-001 APPR-139	1,800.00	300.16	300.16	90.00	270.14	270.14		
324-1957	1	RRS -000S-007 APPR-138		117.40		90.00				

9319

L.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 35th Ave. Realignment at Silverton Road

WEEK ENDING: March 20, 1982

SECTION PREFIX: 324-1056

HIGHWAY: 35th Ave., N.E.

COUNTY: Marion

NAME OF JOB: 35th Avenue Realignment

KIND OF WORK: Grading, Paving, and Traffic Signals

CONTRACTOR: D & D Paving Company

CONTRACT NUMBER: 9319

FEDERAL AID PROJECT NUMBER: M-1635(4)

DATE OF CONTRACT: July 9, 1981

DATE WORK STARTED: July 27, 1981

ESTIMATED COMPLETION DATE: February 6, 1982

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS: N/A

WORK DAYS USED: N/A

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 190

SPECIFIED COMPLETION DATE: N/A

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $ 178,939.73

EXCLUSIVE OF ENGINEERING: $ 164,750.68

ENGINEERING AUTHORIZATION: $ 14,189.05

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 157,656.15

ENGINEERING COST TO DATE: $ 23,600.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN -4 1/2 %

PERCENT OF AUTHORIZATION ______ %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE Rock	~~OIL AND/OR~~ PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	**********		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED		(Rock)			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,025 C.Y.	2,350 Ton			520 Ton
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.			N/A					
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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MAR 26 1982
CONSTRUCTION BRANCH
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This will be the last weekly report for now, but one will be written for each (one third) of the establishment period and the final acceptance date.

SIGNED Ralph W. Lambert LOCATION City of Salem

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9319

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 CON 5

TO: Warren Richards
Construction Office Manager

DATE: March 16, 1982

R. D. Church by mk

FROM: R. D. Church
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9319, Work Completed January 27, 1982

Project 35th Ave. Realign. @ Silverton Rd.

Highway FAU 1635 (35th Ave. NE)

County Marion

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date ______________________

Construction Office Manager

RDC:mk

cc: J. B. Boyd
Don Harwell
Hank Wakerlig
John Jenkins
Louis Olson
Leo King

KEH
MH
Don H.

```
        324   1050    948      00 P 1
                      TOT      00                                       185,231.11            200,256.62
                      TOT      P1                          904.17        20,186.85             20,545.24
                      TOT      P8                           79.75       205,417.96  **        220,801.92  **
                   ** JOB TOTALS **                        983.92  **

                                                                          M    635004  06 STATE  06
35TH AT SILVERTON ROAD     CONT NO 9319   FA PROJ NOS M   635004  88                                     81     81
        324   1056    201      00 P 1 Pay Cont.     8,828.47        85,634.99             85,634.99     81     81
        324   1056    201      00 P 8  "  "           125.80         6,888.02              6,888.02     81     81
        324   1056    201      00 N 9                                8,792.94              8,792.94     81     81
        324   1056    296      00 N 9 Tr-St.        5,528.05CR      74,927.34CR           74,927.34CR   81     81
        324   1056    298      00 N 9 Tr-Fed.       5,528.05        74,927.34             74,927.34     81     81
        324   1056    900      00 P 1 Const. Engr.     23.84           751.82                751.82     81     81
        324   1056    900      00 P 8  "     "          1.63             1.63                  1.63     81     81
        324   1056    900      00 N 9  "     "          1.62             1.62                  1.62     81     81
        324   1056    920      00 P 1 P.M.                              45.98                 45.98     81     81
        324   1056    928      00 N 1 ACCTNG                            13.82                 13.82     81     81
        324   1056    940      00 P 1 Lab.             34.76           435.16                435.16     81     81
        324   1056    940      00 P 8  "                2.37             2.37                  2.37     81     81
        324   1056    940      00 N 9                   2.37             2.37                  2.37     81     81
        324   1056    942      00 P 1 Eugene Lab                        88.95                 88.95     81     81
        324   1056    944      00 P 1 Tech. Ser.                       131.99                131.99     81     81
        324   1056    945      00 P 1 Const. Secty                      12.45                 12.45     81     81
        324   1056    946      00 P 1 Region Off.                      734.03                734.03     81     81
                      TOT      P1                       8,887.07        87,835.37             87,835.37
                      TOT      P8                         129.80         6,892.02              6,892.02
                      TOT      N1                                           13.82                 13.82
                      TOT      N9                           3.99         8,796.93              8,796.93
                   ** JOB TOTALS **                     9,020.86  **   103,538.14  **        103,538.14  **
```

3222.19

12-29-81

Costs thru November given to Phil Stearns.

E

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                                                             NOVEMBER 1981         PAGE  187
TAL TO DATE JOB COST SUMMARY
                                                                   FISCAL          GRAND TOTAL     ACTIVE YRS
ESCRIPTION OF JOB OR DEPARTMENT       PREFIX      FUNCTION   GR  CURRENT MONTH    YEAR TO DATE      TO DATE        BEG    END

                                                                                   X10 705007  01 STATE  07
 PINE ST DIVISION ST SALEM    CONT NO 9322   FA PROJ NOS X10 705007   92                                       81     81
                              324   1057   201      00 P 1     75,217.20      220,333.88      220,333.88      81     81
                              324   1057   201      00 P 8                      1,025.76        1,025.76      81     81
                              324   1057   201      00 N 9     43,240.75      153,106.65      153,106.65      81     81
                              324   1057   295      00 N 9                    173,471.11      173,471.11      81     81
                              324   1057   296      00 N 9      9,245.75CR    349,754.82CR    349,754.82CR    81     81
                              324   1057   297      00 N 9                     12,600.98       12,600.98      81     81
                              324   1057   298      00 N 9      9,245.75      163,682.73      163,682.73      81     81
                              324   1057   900      00 P 1      8,138.42       44,085.14       44,085.14      81     81
                              324   1057   900      00 P 8         88.48          478.77          478.77      81     81
                              324   1057   900      00 N 9        619.21        3,345.96        3,345.96      81     81
                              324   1057   920      00 P 1                        138.28          138.28      81     81
                              324   1057   920      00 P 8                          1.51            1.51      81     81
                              324   1057                                          10.51           10.51
```

9319

July 1, 1981

ACC

Ralph Hanley
City Manager
City Hall, 555 Liberty Street
Salem, Oregon 97301

Attn: Ron Merry
Public Works Director

Gentlemen:

My letter of June 26, 1981 neglected to identify Sanitary Sewer and Water line work included in the 35th Avenue Realignment Contract to be paid entirely by the City. The breakdown of the Construction costs should be:

		FAU PROJECT	100% CITY COSTS
Contractor's Bid		$142,864.60	$10,001.55
Anticipated Additional Items:			
Permanent Signing	$ 200.00		
Permanent Pavement Striping	1,200.00		
State Furnished Controller Prog.	350.00		
Signal Controller Testing and Turnon (Engineering)	3,050.00	$ 4,800.00	
SUBTOTAL		$147,664.60	$10,001.55
4 1/2% Contingencies		6,644.45	450.07
9% Engineering		13,288.91	900.14
ESTIMATED TOTAL COST		$167,587.96	$11,351.76

City's Advance Deposit:
6% of $167,587.96 = $10,055.28 + $11,351.76 = $21,407.04
or say $21,400.00

We will award the contract when we receive your advance deposit, which should arrive no later than July 17, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

$ 7-9-81
21,400 Rec'd
in Acctng.
G

[illegible]:pf
Attachment

bcc w/AD #919 REV.: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 919 REV. when advance deposit is received.

9319

June 26, 1981

ACC

Ralph Hanley
City Manager
City Hall, 555 Liberty Street
Salem, Oregon 97301

Attn: Ron Merry
Public Works Director

Gentlemen:

On June 25, 1981 the Highway Division received a satisfactory bid from D & D Paving Co., P.O. Box 13105, Salem, Oregon 97309 for the 35th Avenue Realignment at Silverton Road Section, FAU 1635. We anticipate the construction cost to be:

Contractor's Bid		$152,856.15
Anticipated Additional Items:		
Permanent Signing	$ 200.00	
Permanent Pavement Striping	1,200.00	
State Furnished Controller Program	350.00	
Signal Controller Testing and Turn-on (Engineering)	3,050.00	$ 4,800.00
SUBTOTAL		$157,656.15
4 1/2% Contingencies		7,094.53
9% Engineering		14,189.05
ESTIMATED TOTAL COST		$178,939.73

City's Advance Deposit:
6% of $178,939.73 = $10,736.38 or say $10,700.00

We will award the contract when we receive your advance deposit, which should arrive no later than July 17, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

KEH:of
Attachment

bcc w/AD # 919: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 919 when advance deposit is received.

Salem

9319

ENVIRONMENTAL REVIEW CHECKLIST

June 11, 1981 Bid Letting ____________ All Clear Deadline

ALL CLEAR / /

SECTION 35th Ave @ Silverton Rd (Salem)
Highway City St. Region 2
County Marion Funds FAU
Type of Work GP Sigs Plans Avail. ___Yes ___No
State____ Consultant ____
NM 1635(4)

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
						3 NMA
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☐	☐	☐	☐

9319 L.

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: FILE

DATE: June 10, 1981

FROM: H. S. Coulter
H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 25, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 25, 1981, on the following projects:

1. 362nd Drive @ Skogan Road
   Skogan Road, Clackamas County
   Grading and Paving
   Connection revision
   Twelve-foot lanes with three-foot shoulders

   Footpaths and bicycle trails will no tbe established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Bend W.C.L. - Forest Boundary
   Century Drive Highway, Deschutes County
   Grading and Paving
   Six-foot bike lanes on this project to be striped and signed

3. Swalley Canal-McKenzie-Bend Interchange
   The Dalles-California Highway, Deschutes County
   Paving
   Six-foot shoulders on this project to be signed and striped as bike lanes

4. Sherman Avenue-Eugene Street (Hood River)
   Serpentine Road, Hood River County
   Grading and Paving
   City Street. Twelve-foot lanes with eight-foot parking lanes

   Same as No. 1.

Contains
Recycled
Materials

5. Jordan Creek (Danner) Bridge
County Road 995, Malheur County
Structure
Minor realignment with structure replacement
Twenty-eight-foot aggregate surfacing

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Boone Road S.E.-Barnes Avenue S.E. (Salem)
Pacific Highway East, Marion County
Grading and Paving
Twelve-foot lanes, fourteen-foot continuous left-turn lane and eight-foot minimum shoulders

Same as No. 1.

7. 35th Avenue Realignment at Silverton Road (Salem)
35th Avenue N.E., Marion County
Grading and Paving
An eight-foot sidewalk will be constructed for bicycle and pedestrian use

8. Bombing Range Road-Butter Creek (Unit 1)
Lexington-Echo Highway, Morrow County
Paving
Primarily overlay with twelve-foot lanes and two-foot shoulders

Same as No. 1.

9. Bensel Road-Hermiston Ditch
River Road, Umatilla County
Grading and Paving
Twelve-foot lanes with four-foot shoulders

Same as No. 1.

10. Pine Street N.E.-Division Street N.E. (Salem)
Liberty Street-Commercial Street Couplet, Marion County
Grading and Paving
Nominal curb-to-curb width is thrity-six feet incorporating two fourteen-foot travel lanes and an eight-foot combination emergency parking and bicycle lane. Five-foot sidewalks on each side for pedestrian use

HSC:RS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9319

U. S. DEPARTMENT OF TRANSPORTATION
~~FEDERAL~~ HIGHWAY ADMINISTRATION

6-3-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1635(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80287

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/3/81

8. FEDERAL ROUTE NUMBER FAU 1635

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
35th Avenue Realignment at Silverton Road

11. GENERAL DESCRIPTION OF WORK
Grade, drain, pave and traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping S.F. $1,200
State Furnished Software $350

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 6/1/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $238,320 Federal Funds $210,150.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUN 10 '81
REFER TO [illegible]
FOR
Info Inves R/D D.R Sign Act File

14. DATE 6/3/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9317

OREGON STATE HIGHW DIVISION
120 DOT Building
Salem, Oregon 97310

H way # 724

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-1635 Prefix 324-1938

Project Name 35th Ave. at Silverton Rd. (Salem)
35th Ave.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☒ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon, this 29th day of May, 1981

City of Salem

Mayor

Patricia Wolfe
City Recorder, Deputy

Certified By:

Regional Right-of-Way Supervisor
Date 5/29/81

Instructions: Complete A or B and C.

G

9319

Section 35th Ave. Realignment @ Silverton Rd. Programming Estimate $ 260,000 Bm

Highway FAU 1635 (35th Ave N.E. 5-18-81 Project Length 0.14 mile

County Marion Completion Time 200 cal. days

Kind of Work Grading, Paving & Tfc Signal Est. Comp. Date 2-10-82

Prefix 324-1938 Letting Date June 25 81 Project No. M-1635 (4)

Rev 5-15-81
Rev 5-18-81

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 221,080 50
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	200	
Permanent Pavement Striping.	1200	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished controller program . .	350	
Roadside Seeding & Mulching		$ 4800
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering) and turn on	3,050	
~~"OPTICOM" Testing (Engineering)~~		
Bikeway Signs		
Adjust Utilities:		
Subtotal		$ 225,880 50
Contingencies (4-1/2%)		10,164 62
Engineering (~~8~~, 9, ~~10~~%)		20,329 25
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 256,374 37

APPROVED

Duane O. Christensen Acting
Road Design Engineer

APPROVED
Lyle K. Watson
FINAL DESIGN ENGR.

REC'D
5-18-81
G

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3
Date 5-12-81

Section 35th Ave. Realignment at Silverton Rd
County Marion
Kind Of Work Grading, Paving & Tfc Signals
Length 0.14 mi
Name Galloway

5-13-81

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		Lump Sum	All	(8%)	16500 ~~17,000~~
	Temporary Protection And Direction Of Traffic		Lump Sum	All		2000.00
	Temporary Signs		Sq. Ft.	32	6.00	192
	Temporary Plastic Safety Markers		Each	22	85.00	1870
	Flagmen		Hour	180	23.50	4230
	ROADWORK					
	Clearing And Grubbing		Lump Sum	All		1500.00
	Removal Of Structures And Obstructions		Lump Sum	All		10,000.00
	General Excavation		Cu. Yd.	2025	5.00	10,125
	Extra For Selected Topsoil Material		Cu. Yd.	170	10.00	1,700
	Trench Excavation		Cu. Yd.	125	15.00	1,875
	Crushed Rock Back Fill		Cu. Yd.	55	15.00	825
	Finishing Roadbed And Slopes		Lump Sum	All		2500.00
	Obliteration Of Old Roadway		Sq. Yd.	960	5.00	4800
	Watering		M. Gal.	65	10.00	650
	1"-0 Aggregate Base		Ton	2,350	8.00	18,800
	Class "B" Asphalt Concrete		Ton	520	31.00	16,120
	10-inch Sewer Pipe		Lin. Ft.	510	10.50	5,355
	Concrete Inlets, Type 2		Each	5	500.00	2,500
	Concrete Cleanouts		Each	1	500.00	500

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date 5-12-81

ection 35th Ave Realignment at Silverton Rd
County Marion
ind Of Work Grading, Paving & Tfc Signals
Length 0.1 mi
Name Galloway

o	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete Sidewalks And Driveways		Cu. Yds.	86	120^{00}	10,320
	Concrete Curbs		Lin. Ft.	1,620	7^{00}	11,340
	Salvaging And Reinstalling Chain Link Fence		Lin. Ft.	~~510~~ 120	6^{00}	~~3,060~~ 720
3	Street Barricade		Each	2	700^{00}	1,400
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump Sum	All		$69,200^{00}$
	Fire Preemption System, Complete		Lump Sum	All		$6,950^{00}$
	LANDSCAPING					
	Roadside Seeding And Mulching		Acre	1	1000-	1,000
7	Furnishing And Planting Trees		Each	38	65-	2,470
	Furnishing And Planting Vines		Each	4,100	0^{65}	2,665
	Soil Conditioner		Cu. Yd.	60	10^{00}	600
	Bark Mulch		Unit	12	130^{00}	1,560

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date 5-12-81

ection 35th Ave. Realignment at Silverton Rd.
County Marion
ind Of Work Grading, Paving & Tfc Signals
Length 0.14 mile
Name Galloway

o	Item	Code	Unit	Quant.	Unit Cost	Total
	SANITARY SEWER					
1	6-inch PVC Sewer Pipe		Lin. Ft.	310	8 00	2,480
2	6" x 6" Wye		Each	1	40 00	40
	Connection To Existing Manhole		Each	1	560 00	560
4	Concrete Cleanout		Each	1	500 00	500
	Granular Backfill Material		Cu. Yd.	130	9 00	1,170
	Extra For Pipe Under Pavement		Lin. Ft.	20	15 00	300
1	Trench Excavation And Backfill		Cu. Yd.	165	15 00	2,475
	WATER LINE					
	Installation Of Ductile Iron Pipe		Lin. Ft.	275	2 50	687 50
	Installation Of Cast Iron Fittings		Pound	435	0 60	261
0	Installation Of Fire Hydrant Assembly		Each	1	350 00	350
1	Granular Backfill Material		Cu. Yd.	10	9 00	90
2	Extra For Pipe Under Pavement		Lin. Ft.	10	15 00	150
	Trench Excavation And Backfill		Cu. Yd.	100	15 00	1,500
1	Well Abandonment		Lump Sum	All		250
						$221,080 5

9319.

Section 35th Ave. Realignment @ Silverton Rd. Programming Estimate $ 249,000 Bm
Highway FAU 1635 (35th Ave N.E. Project Length 0.14 mile
County Marion 5-18-81 Completion Time 200 cal. days
Kind of Work Grading, Paving & Tfc Signal Est. Comp. Date 2-10-82
Prefix 324-1938 Letting Date June 25 81 Project No. M-1635 (4)

Rev 5-15-81

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 223,920 50
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	200	
Permanent Pavement Striping.	1200	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished controller program . .	350	$ 4800
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages.		
Signal Controller Testing (Engineering) and turn on	3050	
~~"OPTICOM" Testing (Engineering)~~		
Bikeway Signs		
Adjust Utilities:		
Subtotal		$ 228,720 50
Contingencies (4-1/2%)		10,292 42
Engineering (~~8~~, 9, ~~10~~%)		20,584 85
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 259,597 77

APPROVED
CC: Phil Stearns

Road Design Engineer

REC'D
5-18-81
G

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3
Date 5-12-81

ection 35th Ave. Realignment at Silverton Rd
County Marion

ind Of Work Grading, Paving & Tfc Signals
Length 0.1 mi
Name Galloway
5-13-81

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		Lump Sum	All	(8%)	17,000
Temporary Protection And Direction Of Traffic		Lump Sum	All		2000^{00}
Temporary Signs		Sq. Ft.	32	6^{00}	192
Temporary Plastic Safety Markers		Each	22	85^{00}	1870
Flagmen		Hour	180	23^{50}	4230
ROADWORK					
Clearing And Grubbing		Lump Sum	All		1500^{00}
Removal Of Structures And Obstructions		Lump Sum	All		$10,000^{00}$
General Excavation		Cu. Yd.	2025	5^{00}	10,125
Extra For Selected Topsoil Material		Cu. Yd.	170	10^{00}	1,700
Trench Excavation		Cu. Yd.	125	15^{00}	1,875
Crushed Rock Back Fill		Cu. Yd.	55	15^{00}	825
Finishing Roadbed And Slopes		Lump Sum	All		2500^{00}
Obliteration Of Old Roadway		Sq. Yd.	960	5^{00}	4800
Watering		M. Gal.	65	10^{00}	650
1"-0 Aggregate Base		Ton	2,350	8^{00}	18,800
Class "B" Asphalt Concrete		Ton	520	31^{00}	16,120
10-inch Sewer Pipe		Lin. Ft.	510	10^{50}	5,355
Concrete Inlets, Type 2		Each	5	500^{00}	2,500
Concrete Cleanouts		Each	1	500^{00}	500

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date 5-12-81

Section 35th Ave Realignment at Silverton Rd
County Marion
Kind Of Work Grading, Paving & Tfc Signals
Length 0.1 mi
Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
0	Concrete Sidewalks And Driveways		Cu. Yds.	86	120^{00}	10,320
1	Concrete Curbs		Lin. Ft.	1,620	7^{00}	11,340
2	Salvaging And Reinstalling Chain Link Fence		Lin. Ft.	510	6^{00}	3,060
3	Street Barricade		Each	2	700^{00}	1,400
	TRAFFIC SIGNALS					
4	Traffic Signal Installation, Complete		Lump Sum	All		$69,200^{00}$
5	Fire Preemption System, Complete		Lump Sum	All		$6,950^{00}$
	LANDSCAPING					
6	Roadside Seeding And Mulching		Acre	1	1000-	1,000
7	Furnishing And Planting Trees		Each	38	65-	2,470
8	Furnishing And Planting Vines		Each	4,100	0^{65}	2,665
9	Soil Conditioner		Cu. Yd.	60	10^{00}	600
0	Bark Mulch		Unit	12	130^{00}	1,560

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3

Date 5-12-81

Section 35 th Ave. Realignment at Silverton Rd.

County Marion

Kind Of Work Grading, Paving & Tfc Signals

Length 0.14 mile

Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
	SANITARY SEWER					
	6-inch PVC Sewer Pipe		Lin. Ft.	310	8^{00}	2,480
	6" x 6" Wye		Each	1	40^{00}	40
	Connection To Existing Manhole		Each	1	560^{00}	560
	Concrete Cleanout		Each	1	500^{00}	500
	Granular Backfill Material		Cu. Yd.	130	9^{00}	1,170
	Extra For Pipe Under Pavement		Lin. Ft.	20	15^{00}	300
	Trench Excavation And Backfill		Cu. Yd.	165	15^{00}	2,475
	WATER LINE					
	Installation Of Ductile Iron Pipe		Lin. Ft.	275	2^{50}	687^{50}
	Installation Of Cast Iron Fittings		Pound	435	0^{60}	261
	Installation Of Fire Hydrant Assembly		Each	1	350^{00}	350
	Granular Backfill Material		Cu. Yd.	10	9^{00}	90
	Extra For Pipe Under Pavement		Lin. Ft.	10	15^{00}	150
	Trench Excavation And Backfill		Cu. Yd.	100	15^{00}	1,500
	Well Abandonment		Lump Sum	All		250
						\$223,920^{52}

9319

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 13, 1981

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM:
D.E. Swan
Operation Programming Engineer

SUBJECT:
Project Data Submission
Item No. 80287
Project No. M-1635(4)
35th Ave. Realignment @ Silverton Rd.
Marion County

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 11, 1981.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

Funds for this project are available from obligations released on other projects by final voucher submissions and other actions.

JLG:bkc
Attachments

cc: C.O. Fredrickson (Region 2)
Gary Zehner (w/att)
General Files

Form 734-3122

a

Budget Bureau No. 41-R206

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.: May 13, 1981

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., Silverton Rd., S 0.14 mi. 65	ADT	PRESENT 3,500	FUTURE (66) (70) ----	YEAR (71) (72) --	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr. Dr., H.T. Pave 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 M- 23	NUMBER 7 1635

CARD 4	CLASS OF FEDERAL FUNDS Urban System		COUNTY NAME Marion			
	NAME OF URBAN AREA 17-31 Salem	ROUTE NO. U	FEDERAL-AID 1635	STATE (32) City St.* (36)	U.S. (37) ---	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.18%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) 6201		"35th Ave. Realignment @ Silverton Rd."	0.144	250,000	220,450	14,775	14,775

CARD	CODE	PREPARED BY	PROJECT TOTALS					
1	1	JLG		0.144	250,000	220,450	14,775	14,775
1	14	PROGRAM APPROVAL DATES 3-8-78 10-4-79 10-1-80			(16) (23)	(24) (33)	REMARKS Additional Data: Item No. 802 & (3).	

*35th Ave. NE

3241938

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

May 13, 1981

ECT LOCATION *(45 typewriter spaces)* City St., Silverton Rd., S 0.14 mi.	**ADT**	PRESENT 3,500	FUTURE ----	YEAR --	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32
								ITEM NO. 80287

WORK *(35 typewriter* ave	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 1635	SEQ. NO. (4)	I. Projects Only POST MI.	DESIG.

Urban System

Salem

COUNTY NAME: Marion
CODE: 047

ROUTE NO.: U
FEDERAL-AID: 1635
STATE: City St.*
U.S.: ---

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.18%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
E								
OW								
ONST CODE) 6201		"35th Ave. Realignment @ Silverton Rd."	0.144	250,000	220,450	14,775	14,775	ROW - 68' normal; Access Control-none; Parking Restriction-none.
JLG		PROJECT TOTALS	0.144	250,000	220,450	14,775	14,775	

PROVAL DATES
3-8-78
10-4-79
10-1-80

*35th Ave. NE

REMARKS
Additional Data: Item No. 80287; Project No. M-1635(1) & (3).

-over-

USCOMM DUSCOMM-DC 48905-P61

35TH AVE. REALIGNMENT @ SILVERTON ROAD
PROJECT NO. M-1635(4)

Project Data: The work consists of grade, drain and high-type pave a basic 34-foot curbed section, adjust utilities as required and perform incidental work common to this type of project.

Note: 1) This project is in Congressional District No. 2.
2) Included in MWVCOG FY '80 AE/TIP page 30, #129.

9319

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 13, 1981

TO: Executive Department
Federal Aid Coordination Unit

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
80287	M-1635(4)	35th Ave. Realignment @ Silverton Rd. #7803-2-260

JLG:bkc
Enc.

cc: Dale E. Wilken, FHWA

Form 734-3122

1319

Salem

REGION 2 ENGINEER
RECEIVED
APR 27 1981
☐ RLE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ RCE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

CITY
OF SALEM,
OREGON
City Hall, 555 Liberty [illegible]
Zip Code 97301

April 24, 1981

Don Bedford
Region 2, Utilities Engineer
Oregon State Highway Department
2960 E. State Street
Salem, OR 97301

RE: 35th Avenue Realignment
770345

Dear Mr. Bedford:

The City of Salem has completed the plans for 35th Avenue Realignment at Silverton Road. With this realignment, the City is proposing to provide sewer and water. We are including the design for sewer and water with the proposed street such that one contractor can coordinate the total installation of all the improvements.

The City realizes that the installation of the sewer and water are not eligible for participating funds. We, therefore, agree to pay for the full construction costs of the installation of the sewer and water. Due to the circumstances, the City understands that there is no utility agreement necessary.

If you require any additional information, please contact me.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Ronald J Merry

Ronald J. Merry
Assistant Director of Public Works

1 Versteeg ✓
Anderson
2 Christensen NEW
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 29 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring up /
Action

RJM/JS/rbt

cc: Karl Goertzen
Jim Sears
File

REFERRED TO
Beard ✓ Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

NOTED
J. M. CARTWRIGHT

RECEIVED
[illegible] 1981
RR & UTILITY UNIT

xc: J.H. Versteeg
Don Stoudenmeyer 4-28-81

9319

STATE OF OREGON
Highway Division 378-2626

INTEROFFICE MEMO

DATE: April ~~7~~ 9, 1981

TO: J. H. Versteeg
ROAD DESIGN ENGINEER

FROM: C. O. Fredrickson
REGION ENGINEER

SUBJECT: 35th Street Realignment
Salem Urban Area

Herewith are final plans, set of specs for abandoning a well on the jobsite, and letter of transmittal from City of Salem.

Please process the documents to PS&E.

POS/bah

cc: D. H. Moehring

4-9-81

Versteeg brought final plans in & requested that we clear R/W & funding. R/W certification is forthcoming says Stearns & funding is ok by City. Returned plans to Versteeg & told him traffic still had to sign & approve signal design. Joe says funds are available for obligation. G

SKED
June 81

a

salem
CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

April 1, 1981

Phil Stearns,
Federal Aid Engineer
Oregon State Highway Division
Region 2
East Salem Highway Building
Salem, OR 97310

RE: 35th Street Realignment
W.O. #770345

Dear Phil:

The City is forwarding the final plans for 35th Street Realignment at Silverton Road per your request. We have affixed the appropriate signatures and stamped the plans.

We are also including a set of specifications for the abandonment of a well located on the proposed project. Please see that these specifications are included in the originals sent earlier.

We feel that this should complete all the requirements for the City, and we are anxious to proceed with the bid of this project. Please notify us when a bid date has been established, so that we might notify the City Council of this date.

If you require any more information, please notify us.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Ronald J Merry

Ronald J. Merry, Assistant Director/
Engineering

JS/rbt

cc: Don MacFadden
Jim Sears

Section 685 Water Supply

685.01 Scope

This section shall govern the abandonment of the well located within the Project.

685.12 Concrete

Concrete used shall be a minimum of 470 lb.(5 sacks) of cement per cubic yard.

685.31 Construction

Work required to abandon the existing well shall be performed by a licensed well contractor and meet the following requirements:

The well shall be completely filled in such a manner that vertical movement of water within the well bore, including vertical movement of water within the annular space surrounding the well casing, is effectively and permanently prohibited. All fluids within a well are to be permanently confined to the specific strata in which they were originally encountered.

ABANDONMENT OF UNCASED WELLS IN UNCONSOLIDATED FORMATIONS: Uncased wells to be abandoned that extend only into unconsolidated materials shall be completely filled with cement grout or concrete. (See Figure 13)

ABANDONMENT OF UNCASED WELLS IN CONSOLIDATED FORMATIONS: Uncased wells to be abandoned that penetrate a water-bearing rock formation shall be filled with concrete or cement grout, or alternating layers of cement grout or concrete and clean gravel throughout the water producing horizon. A concrete or cement grout plug shall be constructed from the top of the rock formation to a depth of at least twenty (20) feet below the top of the rock formation. The remainder of the well above the rock formation shall be filled to land surface with cement grout or concrete. Plugs of cement grout or concrete, at least three (3) feet in length, shall be placed in non-producing zones between all water-bearing zones. In all cases, a cement grout or concrete plug, at least three (3) feet in length, shall be constructed in a non-producing stratum immediately above the uppermost water-bearing zone. (See Figure 14)

ABANDONMENT OF CASED WELLS: If the well casing or the liner pipe is not removed during the abandonment of a well, the casing or liner shall be thoroughly ripped or perforated throughout the water-producing zones and throughout all non-producing zones between the aquifers. The annular space between the casing or liner and the drillhole wall shall be effectively and completely filled with cement grout applied under pressure. The remainder of the well shall be filled with cement grout or concrete. Uncased horizons in a cased well to be abandoned shall be filled as above. The casing of wells to be abandoned may be severed below land surface and removed. (See Figure 15).

REMOVAL OF WELL CASING DURING ABANDONMENT: If the casing of a well is removed during abandonment, the well shall be plugged and sealed and shall be filled with sealing materials as the casing is removed.

OBSTRUCTIONS: All obstructions or debris which may interfere with effective sealing operations shall be removed from the well to be abandoned.

CEMENT GROUT: Cement grout for use in abandonment operations shall conform to the following:

Cement grout used to seal a well shall be composed of a uniformly mixed slurry of Portland cement or High Early Strength Type III Portland cement, and potable water, or High-alumina cement, and potable water mixed in the following proportions:

Type of Cement	Gallons of Water Per Sack Of Dry Cement
Portland Cement	4½ to 6
High Early Strength Type III Portland Cement	5½ to 6½
High-Alumina Cement	4½ to 6

Additives to increase fluidity, reduce shrinkage, or control time of set may be used in a cement grout mixture. Expanding agents such as aluminum powder may be used at a rate not exceeding .075 ounce (1 level teaspoonful) per sack of dry cement. The powder shall not contain polishing agents. The addition of bentonite clay to a grout mixture is permissible but shall not in any case exceed five (5) percent by weight of dry cement. Sand shall not be added to grout seal mixtures. Calcium chloride may be added to a Portland cement grout to accelerate the set but shall not exceed two (2) pounds per sack of dry cement. High-alumina cement and Portland cement of any type shall not be mixed together for use in a water well.

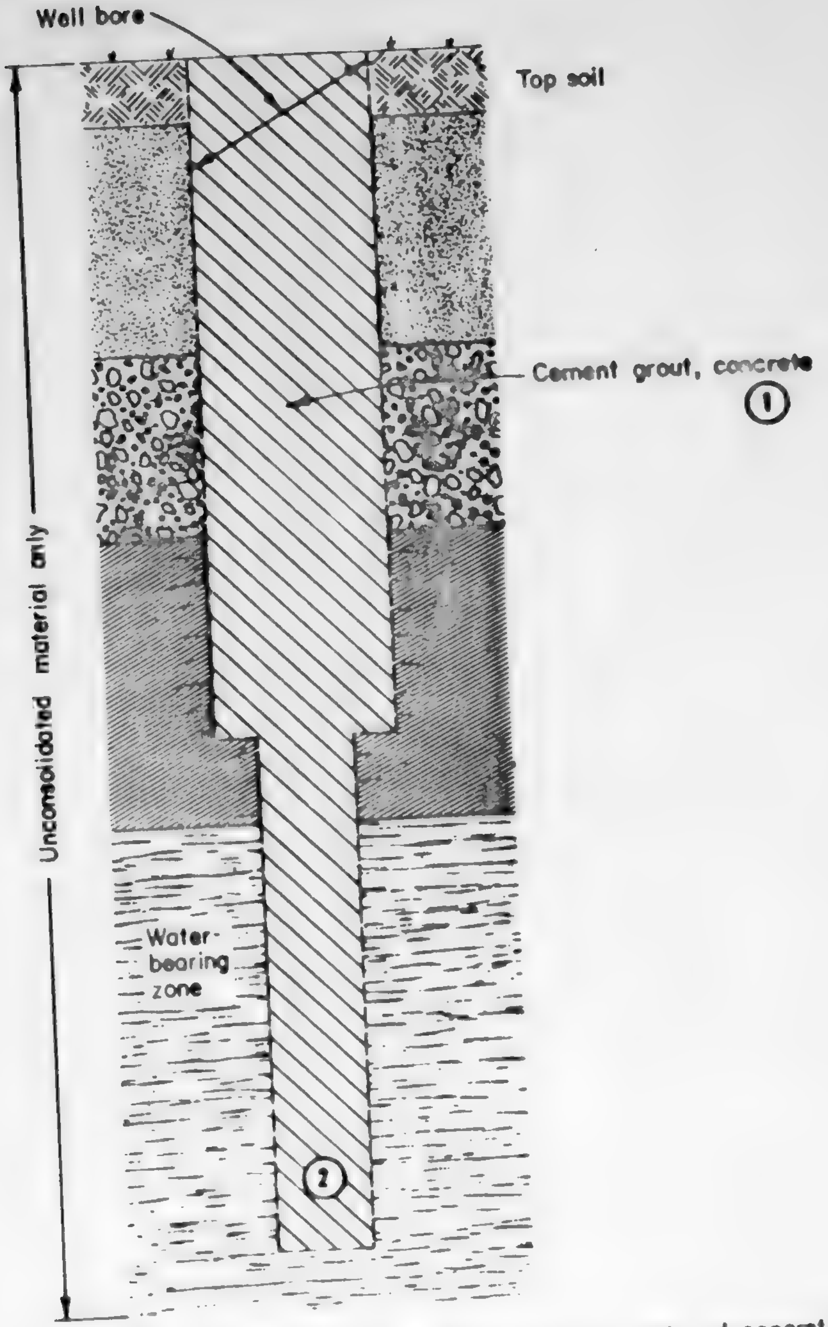
METHOD OF PLACEMENT OF CONCRETE OR CEMENT GROUT: Concrete or cement grout used as a sealing material in abandonment operations shall be introduced at the bottom of the well or required sealing interval and placed progressively upward to the top of the well. All such sealing materials shall be placed by the use of a grout pipe, tremie, or by dump bailer in order to avoid segregation or dilution of the sealing materials.

WATER WELL REPORT: A water well report, fully describing all abandonment procedures, shall be submitted to the Water Resources Department in accordance with ORS 537.765.

685.81 MEASUREMENT: Payment will be made on a lump sum basis whenever no measurement will be made.

685.91 PAYMENT: Payment will be made at the contract lump sum price for the pay item "Well Abandonment", which price and payment shall be full compensation for furnishing and placing all materials and performing all excavation and backfill, including all labor, equipment, tools and incidentals necessary to complete the items of work prescribed.

ABANDONMENT OF UNCASED WELL IN UNCONSOLIDATED FORMATION


Well bore
Top soil
Cement grout, concrete
①
Unconsolidated material only
Water-bearing zone
②

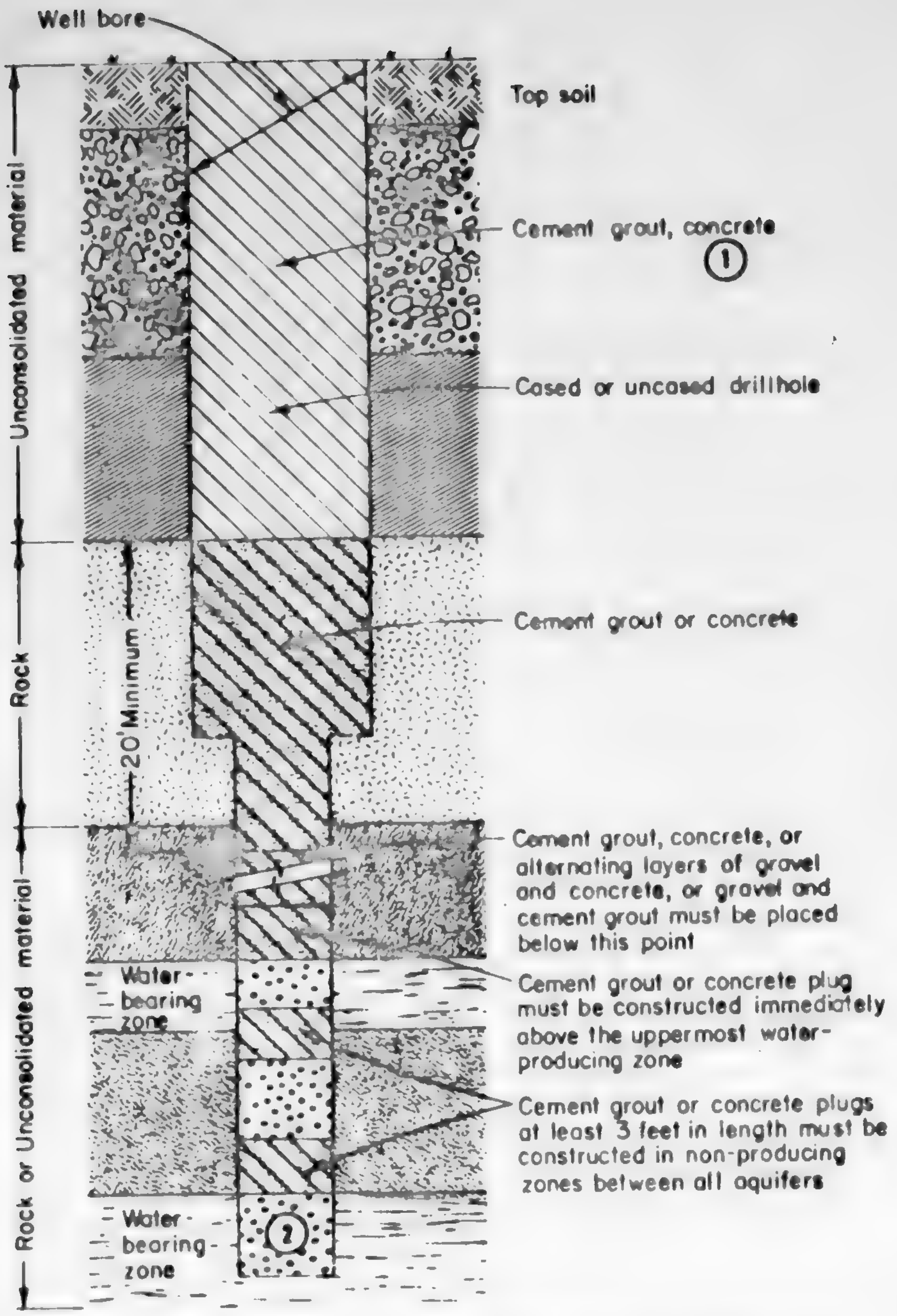
① In all wells to be abandoned, cement grout and concrete must be placed by grout pipe, tremie, or dump bailer.

② In all wells to be abandoned, sealing material must be introduced at the bottom of the well and placed progressively upward.

FIGURE 13

WRD 76

ABANDONMENT OF UNCASED WELL IN CONSOLIDATED FORMATION


Well bore
Top soil
Cement grout, concrete ①
Cased or uncased drillhole
Unconsolidated material
Rock
20' Minimum
Cement grout or concrete
Cement grout, concrete, or alternating layers of gravel and concrete, or gravel and cement grout must be placed below this point
Rock or Unconsolidated material
Water-bearing zone
Cement grout or concrete plug must be constructed immediately above the uppermost water-producing zone
Cement grout or concrete plugs at least 3 feet in length must be constructed in non-producing zones between all aquifers
Water-bearing-zone
②

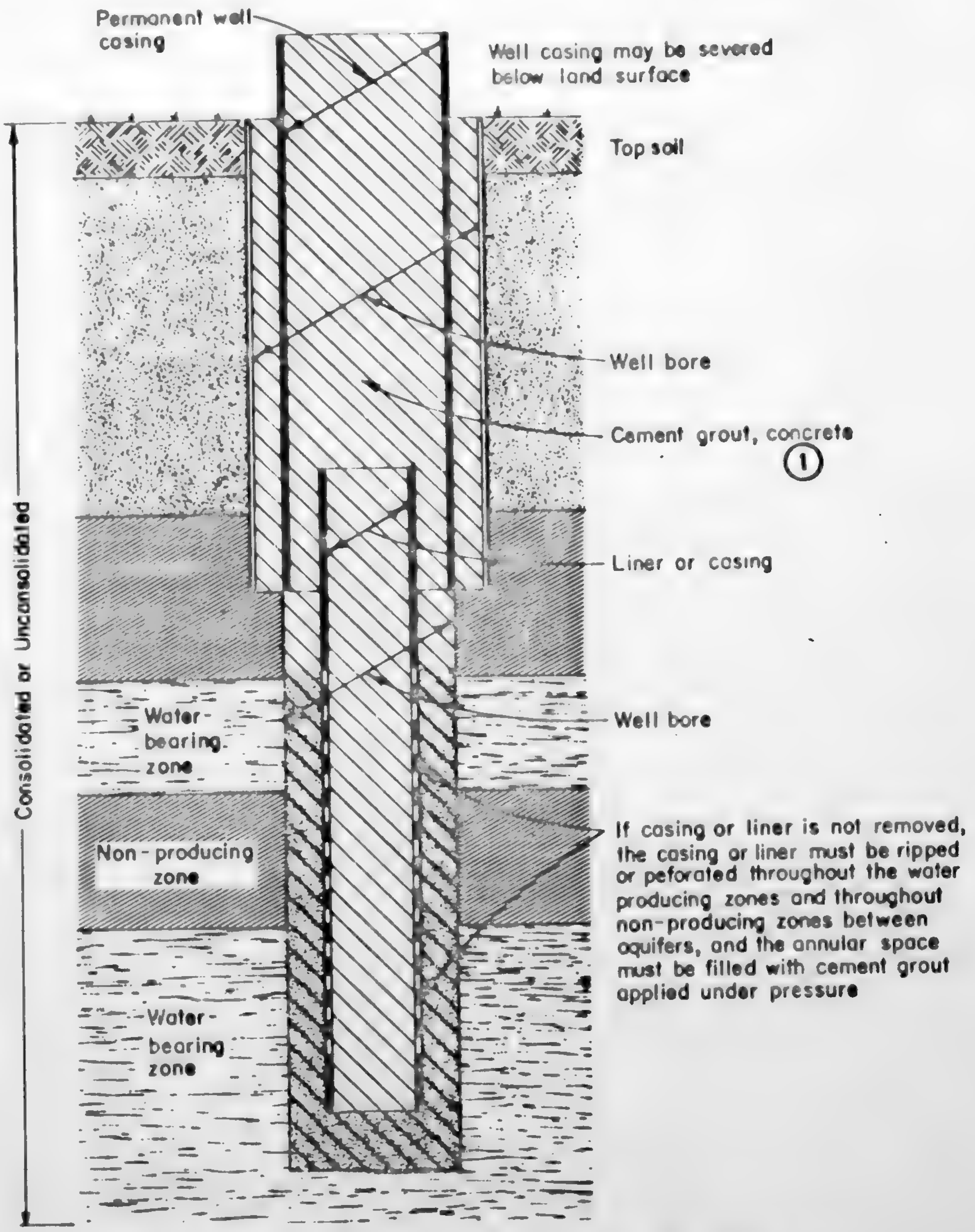
① In all wells to be abandoned, cement grout and concrete must be placed by grout pipe, tremie, or dump bailer.

② In all wells to be abandoned, sealing material must be introduced at the bottom of the well and placed progressively upward.

FIGURE 14

WRD 76

ABANDONMENT OF CASED WELL


Permanent well casing
Well casing may be severed below land surface
Top soil
Well bore
Cement grout, concrete ①
Liner or casing
Well bore
If casing or liner is not removed, the casing or liner must be ripped or peforated throughout the water producing zones and throughout non-producing zones between aquifers, and the annular space must be filled with cement grout applied under pressure
Consolidated or Unconsolidated
Water-bearing zone
Non-producing zone
Water-bearing zone

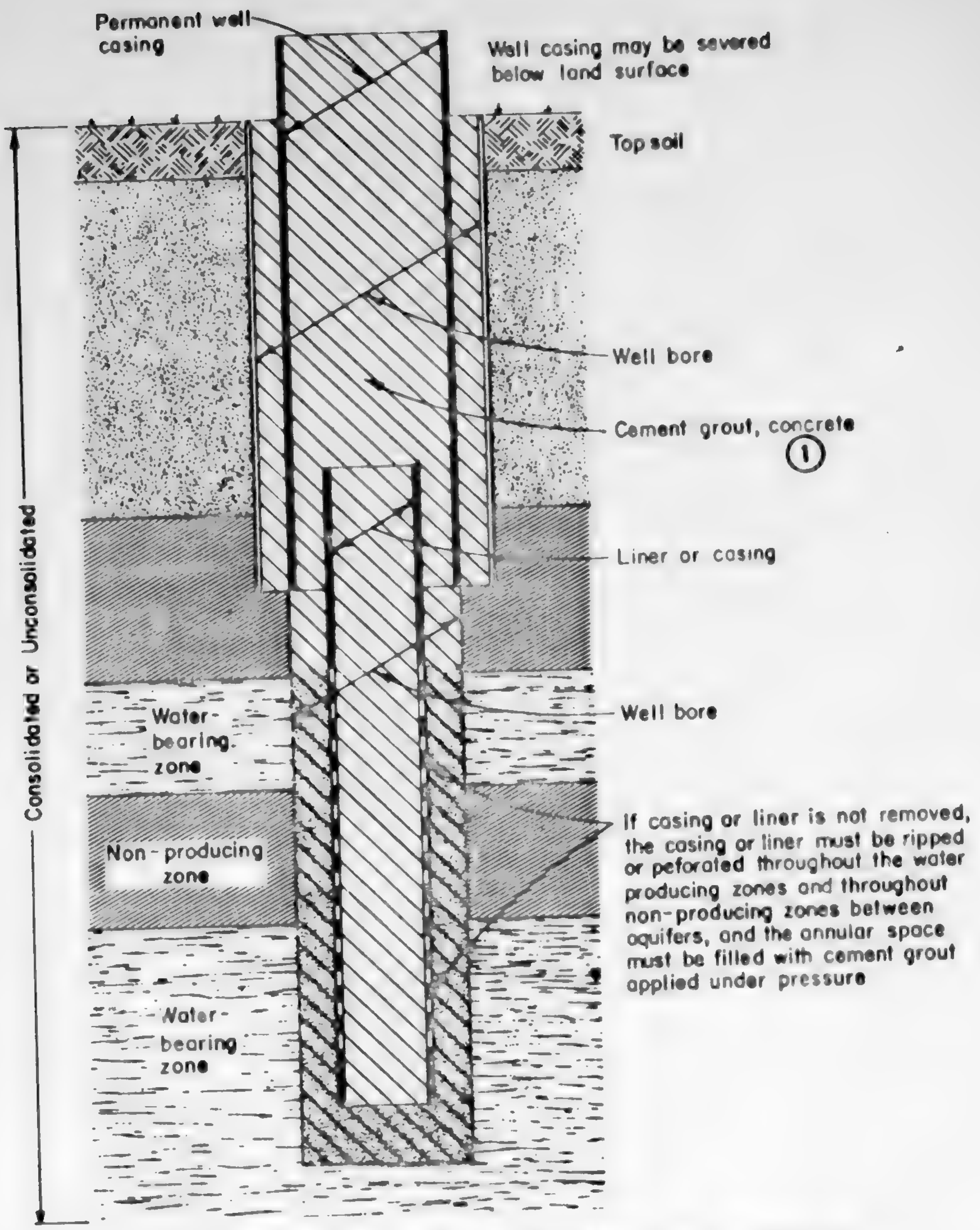
① In all wells to be abandoned, cement grout and concrete must be placed by grout pipe, tremie or dump bailer.

② In all wells to be abandoned, sealing material must be introduced at the bottom of the well and placed progressively upward

FIGURE 15

WRD 76

ABANDONMENT OF CASED WELL


Permanent well casing
Well casing may be severed below land surface
Top soil
Well bore
Cement grout, concrete ①
Liner or casing
Well bore
Consolidated or Unconsolidated
Water-bearing zone
Non-producing zone
Water-bearing zone
If casing or liner is not removed, the casing or liner must be ripped or peforated throughout the water producing zones and throughout non-producing zones between aquifers, and the annular space must be filled with cement grout applied under pressure

① In all wells to be abandoned, cement grout and concrete must be placed by grout pipe, tremie or dump bailer.

② In all wells to be abandoned, sealing material must be introduced at the bottom of the well and placed progressively upward

FIGURE 15

WRD 76

9319

REGION
RECE[illegible]
[illegible] 0 [illegible]

☐ RLE
☐ RE ☐ RCE ☐ RME ☐ [illegible] ☐ [illegible]
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ [illegible]

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

January 5, 1981

Phillip O. Stearns
Federal Aid Engineer
Oregon State Highway Division
Region 2
East Salem Highway Building
Salem, OR 97310

Re: 35th Street Realignment

Dear Phil,

The City has reviewed the plans for 35th Street realignment at Silverton Road and we concur with your revisions.

We feel that they are ready to go and we are anxious to proceed with the construction.

One revision on the plans may be needed. This is to show that the existing house has been removed. The City has a notice out to any interested parties that they may purchase the house and remove it. The closing date is January 8th.

We will notify you shortly thereafter if the plans need to be revised to reflect this change.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Ronald J Merry

RONALD J. MERRY
ASSISTANT DIRECTOR OF PW/ENG

JVS;RJM;jkc

cc: Don MacFadden
Jim Sears
D.O. Christensen

9319

Salem

May 29, 1980

Phillip O. Stearns
Region Federal-Aid Engineer
ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

35th Avenue @ Silverton Road
(Salem)
35th Ave., FAU 1635
Salem, Urban Area

Herewith are the plans with comments shown in red. Some of the comments are as follows:

Slopes outside the right of way require construction easements.

Shouldn't the existing A.C. be removed full length of the abandoned roadway?

Ten inch concrete pipe should be Class 3.

Will City of Salem standard drawings be included, or State standards to be used for the following items:

Inlets
Barricade
Driveways
Cleanouts
Sidewalk Ramps

Two more ramp locations are required. Also sidewalk for pedestrians to reach the push buttons, see Sheet 4 and traffic plans.

Is 35th Avenue to be closed to traffic during construction?

Signal plan review has been returned under separate cover.

DOC:ab
cc: D. Stoudenmeyer

9319

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

5-28-80

Sheet ___ of ___ Sheets

Section 35th Ave. Realignment @ Silverton Rd.
Highway ___ County ___ Prefix ___
Length ___ Miles ___ Designer ___ Date May 80
Signed ___ Title ___

Grading & Drainage		$
Surfacing Field Estimate		$ 192,883
Extra Work		
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ —
TOTAL		$ 192,883
+20% Engineering and Contingencies		$ 38,577
Structures		
	$	
	$	
	$	
	$	
TOTAL STRUCTURES		$ —
Right of Way		$ —
TOTAL ESTIMATED COST		$ 231,460

Rec'd 5-28-80

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet ______ of ______

Date ______

on 35th Ave. Realignment [illegible] Rd. County Marion Co.

nd Of Work ______ Length ______ Name Norm Henry

Prelim Pr. 5-27-[illegible]

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	—	(8 %)	14,156
	Tem. Pro. & Dir. of Traffic		All	—	(1 %)	1770
	Temporary Signs		Sq. ft.	32	6.00	192
	Tem. Plastic Safety Markers		Each	10	85.00	850
	Flagman		Hour	160	~~120~~ 21.00	3360
	Clearing & Grubbing		All	—	—	1000.00
	Removal of Struct. & Obstr.		All	—	—	1000.00
	General Exc.		Cu. Yd.	2025	6 -	12150
	Trench Exc.		Cu. Yd.	125	10 -	1250
	Finishing Roadbeds & Slopes		All	—	—	3000.00
	Obliteration of Old Rdwy.		Sq. Yd.	960	5 -	4800
	Watering		M. Gal	65	15 -	975
	3/4"-0 Aggr. Base		Ton	350	10 -	3500
	1½"-0 Aggr. Base		Ton	2020	10 -	20200
	Cl. "B" Asph. Conc.		Ton	530	40 -	21200
	10" Conc. Pipe - Cl. 3		Lin. Ft.	510	15 -	7650
	Relocate Chainlink Fence		" "	120	10 -	1200
	Conc. Inlets, Type 2		Each	6	550.00	3300
	Barricade		Each	2	500.00	1000
	Conc. Curb Type "C"		Lin. Ft.	1620	4 -	6480
	Conc. Sidewalk & Drwy.		Cu. Yds.	85	130 -	11050
	Crushed Rock Backfill		Cu. Yds.	55	15 -	825
	Traffic Signal (Prelim. Est.)		All	-	-	60,000

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet _____ of _____

Date _____

sion 35th Ave. Realignment @ Silverton Rd.

County _____

Kind Of Work _____ Length _____

Name _____

No	Item	Code	Unit	Quant.	Unit Cost	Total
	6" P.V.C. Pipe c̄ Fittings		Lin Ft.	310	8.00	2480
	~~6"×6" Y~~		Each	1		
	~~Clean Out~~		Each	1		
	Crushed Rock Backfill		Cu. Yd.	130	15.00	1950
	Extra For Pipe Under Pvmt.		Lin Ft.	20	20.00	400
	8" Water Pipe (Installation Only)		Lin Ft.	275	21.00	5775
	Cast Iron Fillings Cl. 250 (Inst. Only)		lbs	435	2.00	870
	Fire Hydrant Assemblie (Inst Only)		Each	1	150.00	150
	Crushed Rock Backfill		Cu. Yd.	10	15.00	150
	Extra For Pipe Under Pvmt.		Lin Ft.	10	20.00	200
				Sub.	176,957	
		Total				192,88

9319

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION** 4-22-80	FEDERAL AID PROJECT NO. -1635(3) STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator FHWA - Oregon Division	PROGRAM NO. ITEM NO. 80287	COUNTY NAME Marion PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 23 '80
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4-23
orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 4/22/80	FEDERAL ROUTE NUMBER FAU 1635 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

35th Avenue Realignment (Salem) Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (*Specify*)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 2/28/80 letter you are now authorized to proceed with all phases of right of way acquisition at a TEC of $102,000 with Federal participation limited to $89,912. This authorization is subject to the State and City determining eligibility of the occupant of the Frederickson property for relocation assistance and moving payments and funding same if eligible.

Federal participation is limited to that right of way actually incorporated in the final location.

DATE 4/22/80	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 631-855

9319

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-5

February 28, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80287
Project No. M-1635(3)
35th Ave. Realignment (Salem) Section
Marion County

Enclosed is data for the subject project.

I hereby request the following:

Authorization to proceed with the actual acquisition of the right-of-way all phases at an estimated total cost of $102,000 with an obligation of $89,912 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed sketch maps. No relocation assistance is involved.

A copy of State Clearinghouse A-95 review conclusions was forwarded previously.

CL:bke
Enclosures

cc: J. B. Boyd
F. Lowe
G. Zehner

City will Acquire R/w
No Adv Dep. Req'd.

Form 734-3122

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

DATE SUBMITTED TO W.O. 2-28-80

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 City St., N.E. 35th Ave. (Salem) 65	ADT	PRESENT 3,500	FUTURE (66) (70) 7,400	YEAR (71) (72) ---	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 Right of Way Aquisition 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 M-	NUMBER 7 1635

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Marion	
	NAME OF URBAN AREA 17-31 Salem	ROUTE NO. U FEDERAL-AID 1635 (32)	STATE City St. (36) (37)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW			0.13	102,000	89,912	6,044	6,044 (C
5					CONST (CODE)		"35th Ave. Realignment (Salem) Section"					

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	0.13	102,000	89,912	6,044	6,044 (C
1	14	PROGRAM APPROVAL DATES 10-4-79			(16) (23)	(24) (33)	REMARKS	Additional Data see Project No. M-163 -(

Budget Bureau No. 41-R2067, Approval Expires February 28, 196

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

2-28-80

JECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., N.E. 35th Ave. (Salem)		3,500	7,400	---	10	Oregon	41	W32	80287

D WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
uisition								M-	1635	(3)		

COUNTY NAME	Marion	CODE	047

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	1635	City St.	

PROGRAM STAGE ☐ 1 OR ☐ 2

DS

Salem

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW			0.13	102,000	89,912	6,044	6,044 (City)	ROW;68' normal; access control-none Parking Restriction none.
CONST (CODE)		"35th Ave. Realignment (Salem) Section"						
BY C.L.		PROJECT TOTALS	0.13	102,000	89,912	6,044	6,044 (City)	

APPROVAL DATES 10-4-79

REMARKS Additional Data see item no. 80287;
Project No. M-1635(1).

-Over-

35th Ave. Realignment (Salem) Section

Project No. M-1635(3)

Project Data: Work consists of right of way acquisition all phases as required for the future construction of a curbed section on revised alignment.

Note: 1) This project is in Congressional District No. 2.
2) Included in MWVCOG Fy 80 TIP A/E #126.
3) No relocation assistance is involved.

9319

1635

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

June 11, 1979

Don V. MacFadden
Chief Design Engineer
Department of Public Works
City Hall
Salem, OR 97301

Dear Mr. MacFadden:

Your letter regarding a right of way agreement for the 35th Avenue realignment has been received.

Since City proposes to acquire right of way, an agreement is not necessary. You may begin acquisition at any time, following procedures outlined in the "Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970."

If you have questions regarding acquisition procedures, please contact Jim Dixon, Region Right of Way Supervisor, at 378-2641.

Very truly yours,

P

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/gl
cc: Jim Dixon

PROJECT MANAGEMENT
[illegible] 8 CCE ☐ CM ☐
[illegible] FAE ☐ CPE ☐
[illegible] 1979
M
File: FM [illegible]
LG CP

salem
CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

June 5, 1979

REGION 2 ENGINEER
RECEIVED
☐ LE JUN 11 1979 ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Phillip Stearns
Department of Transportation
Highway Division
2960 East State Street
Salem, OR 97310

Dear Phil:

The City of Salem is currently doing the preliminary engineering on the realignment of 35th Avenue at Silverton Road.

At this point in time the City wishes to purchase the right-of-way which will be required for the realignment.

As stated in the construction finance agreement between the City and the State under item 4, things to be done by State, the State will prepare a right-of-way acquisition agreement.

The City requests that you prepare the right-of-way agreement such that the City will handle the purchase of the required property.

If you have any questions, please contact Jim Sears, the Project Engineer, at 588-6211

Sincerely,

Don MacFadd

Don V. MacFadden
Chief Design Engineer

DVM:ok
cc: Jim Sears, Project Engineer

9319

324-1938

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

June 1, 1978

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
ICE ☐ FAE ☒ OPE ☐
JUN [illegible] 1978

Ralph Hanley
City Manager
City Hall
Salem, Oregon 97301

Dear Mr. Hanley:

This is to advise you the Highway Division has received authorization from the Federal Highway Administration for the re-alignment of 35th Avenue at Silverton Road.

City Forces may commence preliminary engineering effective May 22, 1978. Mr. Warren Mueller, Resident Engineer, 2445 Liberty St., Salem, 97310, phone 378-8529, has been assigned by the Highway Division as liaison engineer. City billings may be submitted to Mr. Mueller for approval and processing.

In accordance with the agreement, paragraph 6, under THINGS TO BE DONE BY STATE, I have attached a copy of the Authority for Survey which lists the estimated amounts for preliminary engineering. Twenty-five thousand dollars has been scheduled for City expenditure, $3,000 for State expenditure. Construction engineering costs will be determined when the project is contracted.

If it appears the City will overrun the $25,000 authorized, please contact Mr. Mueller and advise him prior to overrunning. Additional funds may be authorized, but prior approval is mandatory.

As a suggestion, you should advise your Project Engineer to contact Mr. Mueller and arrange a pre-preliminary engineering meeting. Items mentioned in the project construction-finance agreement may be discussed and clarified at such a meeting.

Very truly yours,

Phillip O. Stearns

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/lea
cc: D. H. Moehring
Warren Mueller

9319 -

2.

May 23, 1978

City of Salem
City Hall
Salem, OR 97301

Attention: Miss Betty Marsh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6567

Gentlemen:

Attached for your records are fully executed copies of two agreements covering the following projects:

1) 35th Avenue Realignment

2) N. E. Stortz Avenue-Silverton Road (Salem) Section of N. E. 34th Avenue.

We have retained fully executed copies of both agreements for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (2 agrees. att.)

9319

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

5-22-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-1635(1)

E PROJECT NO.
See below

COUNTY NAME
Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80287

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 5/22/78	FEDERAL ROUTE NUMBER FAU1635 STATE ROUTE NUMBER City Street

GENERAL LOCATION:
35th Avenue NE at Silverton Road (Salem) Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including Archeology salvage and utility preparatory work TEC NTE $28,000, F.F. $24,000
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
as requested in Mr. Swan's May 12, 1978 letter.

Swan 5-31

NOTED
F. B. KLABOE

DATE 5/22/78	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

9319

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 12, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Program Data Submission
Item No. 80287
Project No. M-1635(1)
35th Ave. @ Silverton Road (Salem) Section
Marion County

Attached data for the subject project consists of PR-1 form with project maps.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage at an estimated total cost of $28,000 with an obligation of $24,000 in Federal funds.

DRH:tmw

Attachments

cc: C. O. Fredrickson (Region 2)
Gary Zehner

NO ARCH. DET. REQUIRED

Budget Bureau No. 41-R2067; A
U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

5-12-78

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT 3,500	FUTURE (66) 7,400 (70)	YEAR (71) 98 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 M-	NUMBER 7 1635

CARD 4

CLASS OF FEDERAL FUNDS: Urban System

NAME OF URBAN AREA 17-31: Salem

COUNTY NAME: Marion

CODE (14): 047

ROUTE NO. U — FEDERAL-AID: 1635 (32) — STATE: city St.* (36) — (37) U.S.: --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			0.13	28,000	24,000	2,000	2,000 (City)
5					ROW							
5					CONST (CODE)		"35th Ave. N.E. @ Silverton Road (Salem) Section"					

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.13	28,000	24,000	2,000	2,000 (City)
1	14	PROGRAM APPROVAL DATES 3-8-78			(18) (23)	(24) (33)	REMARKS	

* 35th Ave. N.E.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

5-12-78

LOCATION (45 typewriter spaces) 65	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		3,500	(66) 7,400 (70)	(71) 98 (72)	10	Oregon	41 (2) (3)	W32 (4) (9)	80287 (14) (18)

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ering 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 M- 23	7 1635	(1) 13	(24) (26)	27

ban System

Salem

COUNTY NAME	CODE	PROGRAM STAGE
Marion	047 (14) (16)	☐ 1 OR ☐ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	1635 (32)	city St.* (36)	(37) -- (41)

ESTIMATED PROJECT COST BY PHASES

K TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
			0.13	28,000	24,000	2,000	2,000 (City)	
W								
NST		"35th Ave. N.E. @ Silverton Road (Salem) Section"						ROW-68'; Access Control-none; Parking Restrictions-none.
DRH		PROJECT TOTALS	0.13 (16)	28,000 (23)	(24) 24,000 (33)	2,000	2,000 (City)	

AL DATES 3-8-78

REMARKS

* 35th Ave. N.E.

- over -

USCOMM DU: COMM-DC 4890-P61

35th Ave. @ Silverton Road (Salem) Section
Project No. M-1635(1)

Existing Facility: Bituminous surfaced 2 lane roadway providing 2-11 ft. lanes with shoulders.

Adjacent Sections:
North end -- Jct. with Silverton Road.
South end -- (35th Ave.) same as existing facility.

Project Data: Work under this project consists of preliminary engineering all phases including utility preparatory work and archeological salvage for future construction of a curbed section on revised alignment and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review approval letters dated April 11, 1978 and April 25, 1978, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA March 17, 1978.

FHPM 7-7-5 Requirements:
(a) Public Hearings -- Not required under Oregon Action Plan.
(b) Location/Design -- Not a factor in the development of this project.

NOTE: (1) This project is in Congressional District No. 2.
(2) In Salem FY 78 TIP A/E as #110.

9319

MEMORANDUM

TO: James R. Hockin
Clearinghouse Officer
MWVCOG

FOLLOW-UP DATE:

FROM: Edward A. Sigurdson, P.E.
City Engineer

DATE: April 17, 1978

RECEIVED
APR 24 1978
MID WILLAMETTE VALLEY
COUNCIL of GOVERNMENTS

SUBJECT: 35th Avenue Realignment
S. Werton Road to 600 feet ± southerly
PNRS # 7803-2-260

The City of Salem strongly supports the subject project.

We do note the following changes from our request for federal funding:

1. The A-95 review packet indicates a 38 foot curb to curb section. This is a S.A.T.S. collector street standard.

   The City's project request was for a S.A.T.S. minor-arterial 34 feet and 40 feet curb to curb.

2. The A-95 review packet indicates a total project cost of $168,000 with $23,520 (14%) local share.

   The City's project request was for a $193,000 project with $13,510 (7%) local share. This is a Federal Aid Urban system project, not an interstate-transfer project.

3. We note on the bottom of page 2, of the project ~~request~~ ASSESSMENT, a comment by the Region Traffic Engineer to consider left-turn refuges on Silverton Road as part of this project.

   We agree these left turn lanes would be desirable. However, we are not sure the added costs are warranted at this time. Based on a recent estimate for widening Silverton Road for a new traffic signal at Lana Avenue, the added costs for these left turn lanes would be:

   Construction @ $50,000 + right-of-way @ $15,000 for a
   total of $65,000 more or less.

   These left turn lanes, their costs, and warrants can be further evaluated in the Environmental Analysis of this project.

Thank you for the opportunity to review this proposed project.

EAS/RWL/rd

cc: Robert S. Moore, City Manager
B. T. Van Wormer, Director of Utilities/Public Works
Doug Van Dyke, Traffic Administrator
Ralph Lambert, Project Engineer

9319

L

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation- Highway Division

PROJECT TITLE: 35th Ave Realignment

DATE: April 11, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
APR 14 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cc:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 2 Eng.
Dist. 3 Eng.
Aeronautics Div.
B. L. Gifford
D. E. Swan
G. W. Wimer

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

NOTED
H.S. COULTER

9319

Form FHWA 121 (Rev. 5-73)

Salem

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 17, 1978

In reply refer to: HB2-OR

SUBJECT: Oregon Project M-1635(-)
35th Avenue Realignment (Salem)
35th Avenue, Marion County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section, ODOT

The subject project assessment submitted with your February 28 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

/G. L. Green

cc:
ODOT (Mr Moehring, Proj Mgmt)
OSHD (Region II Environmentalist)

3-21-78

cc: D. H. Moehring (2)
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab. Bldg.
C. O. Fredrickson
R. E. Kuehn
William Fretwell
Gerald Wimer
B. L. Gifford
Eddie Welsh

___ Versteeg ___
copy Christensen ___
___ George ___
1 Olson ___
___ Terpin ___
copy Sullivan ___
2 Scott ___
___ Savage ___

RECEIVED
MAR 22 1978
ENGINEERING SECTION

Jh copy out ___
Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

m- 1635 ( )

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 28, 1978
Section 35th Avenue Realignment (Salem)
Unit (if appl)
County Marion
City Salem, Oregon
Highway 35th Avenue
State Hwy. No. FAU 1635
Termini: M.P.(if appl)
Length 600 feet
Region 2
Construction Estimate $168,000
Program Amount

B. Purpose of Project:

The proposed project is to reconstruct the northerly end of 35th Avenue to eliminate the off-set intersection of 34th Avenue and 35th Avenue with Silverton Road and to install a traffic signal to improve safety for vehicular and pedestrian traffic.

C. Origin & History of Project:

Improvement and extension of a north-south traffic corridor paralleling Pacific Highway I-5 was first identified in the Salem Area Transportation Plan as published in 1968 and is retained in the Year 2000 Transportation Improvement Program.

D. General Description of Project:

FAU 1635 extends from Portland Road (99E) south to Center Street following Hyacinth Street, 34th Avenue. 35th Avenue, and Hawthorne Avenue. The proposed project is to realign the northerly end of 35th Avenue with 34th Avenue to eliminate an existing off-set intersection. A 38 foot curbed street section with five foot sidewalks is proposed.

Alignment: New XX Existing Combined

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 0 ; Parking 0
Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 0 ; Parking 0
Traffic: Existing Facility: Existing ADT 3500 ; Projected ADT 7400 ; Yr. 2000
Existing Level of Service C

Proposed Facility: Projected ADT 4900 ; Yr. 1980
Projected Level of Service C

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 1

Acres 0.41; Type of Relocation Req. A single family home; No. 1

Materials Source, Borrow, Waste Disposal Requirements, if any:

It is not anticipated that borrow or waste disposal sites would be required. Surfacing material is available from a number of commercial sources.

Type of Structure(s):

None involved.

Brief Description of River or Stream and Type of Involvement, if any:

None involved.

Local City, County or COG priorities of project:

The project is identified in the Transportation Improvement Program (TIP) of the Salem Area Transportation Study. The Metropolitan Planning Organization endorsed the TIP on July 20, 1977.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Possible location and design alternative may be identified and considered during the preliminary engineering study.

Other Descriptive Information or Comments:

The southerly end of 35th Avenue is presently being aligned with Hawthorne Avenue at a common intersection with Sunnyview Road N.E. It is recommended by the Region Traffic Engineer that left-turn refuges on Silverton Road be considered as part of the 35th Avenue Improvement Project to further improve traffic flow and safety.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain is the relatively flat plain of the broad valley terrace of the easterly Willamette Valley. Soils are classed WuA in the Marion County soil survey prepared by the United States Department of Soil Conservation Service. Soils of this type are the Woodburn Silt Looms that overlay broad terraces of Willamette Silts in this area. These soils are free draining and do not exceed a three percent slope. In uncultivated areas, the natural vegetation for this type of soil is grass and douglas fir. The project area has been completely modified by man and existing vegetation is domesticated grasses, shrubs, and wild blackberries.

Claggett Creek, approximately 300 feet westerly of the project, is the primary drainageway for the area. Claggett Creek is depicted by the Soil Conservation Service as an intermittent stream in this area.

2. Cultural:

35th Avenue is a north-south oriented street approximately one mile in length extending between Sunnyview Road on the south to Silverton Road on the north. The street is adjacent to and parallels the westerly right of way for Pacific Highway I-5. South of the project area, the westerly side of 35th Avenue, is open land for some distance south of residential development extending along Silverton Road. A retention basin developed to control excessive surface water runoff occupies a large part of the open area. 34th Street, extending to the north from the proposed intersection of 35th Street with Silverton Road, serves a commercial development at the intersection and a residential area of single and multi-family homes further north. Improvements to 34th Street are being considered as another project proposal.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Approximately 0.41 acres of land including a single family home would be required for right of way. Replacement housing is readily available for sale or rent in the project vicinity.

2. Estimated Impact on Traffic Patterns:

It is estimated that traffic on 35th Avenue will increase 40 percent immediately after the project is completed and more than double by the year 2000. Installation of a traffic signal would interrupt traffic flow on Silverton Road.

Consequences--Air Quality, Noise, Safety, etc.:

It is expected that noise levels and air pollution would increase slightly in the immediate vicinity of the modified intersection. The significance of the increase will need to be evaluated. Traffic safety would be improved.

3. Estimated Impact on Land Use:

No significant impacts on land use are anticipated. Improvement of this traffic corridor is consistent with the draft comprehensive land use and transportation plans for the City of Salem.

Consequences:

Improved transportation generally tend to encourage development.

4. Expected Impact on Natural Ecological Resources:

None anticipated. No wetlands impacts.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

None anticipated.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

The proposed project would be consistent with the State Implementation Plan (1972). Existing and projected traffic volumes would not require an Indirect Source Permit.

b. Noise Standards

A noise study report will be prepared.

c. Water Quality Standards

There are no apparent adverse impacts to any water quality standards.

d. Area Land Use and Transportation Plans, and Zoning

The proposed project is consistent with the draft comprehensive and transportation plans and is included in both.

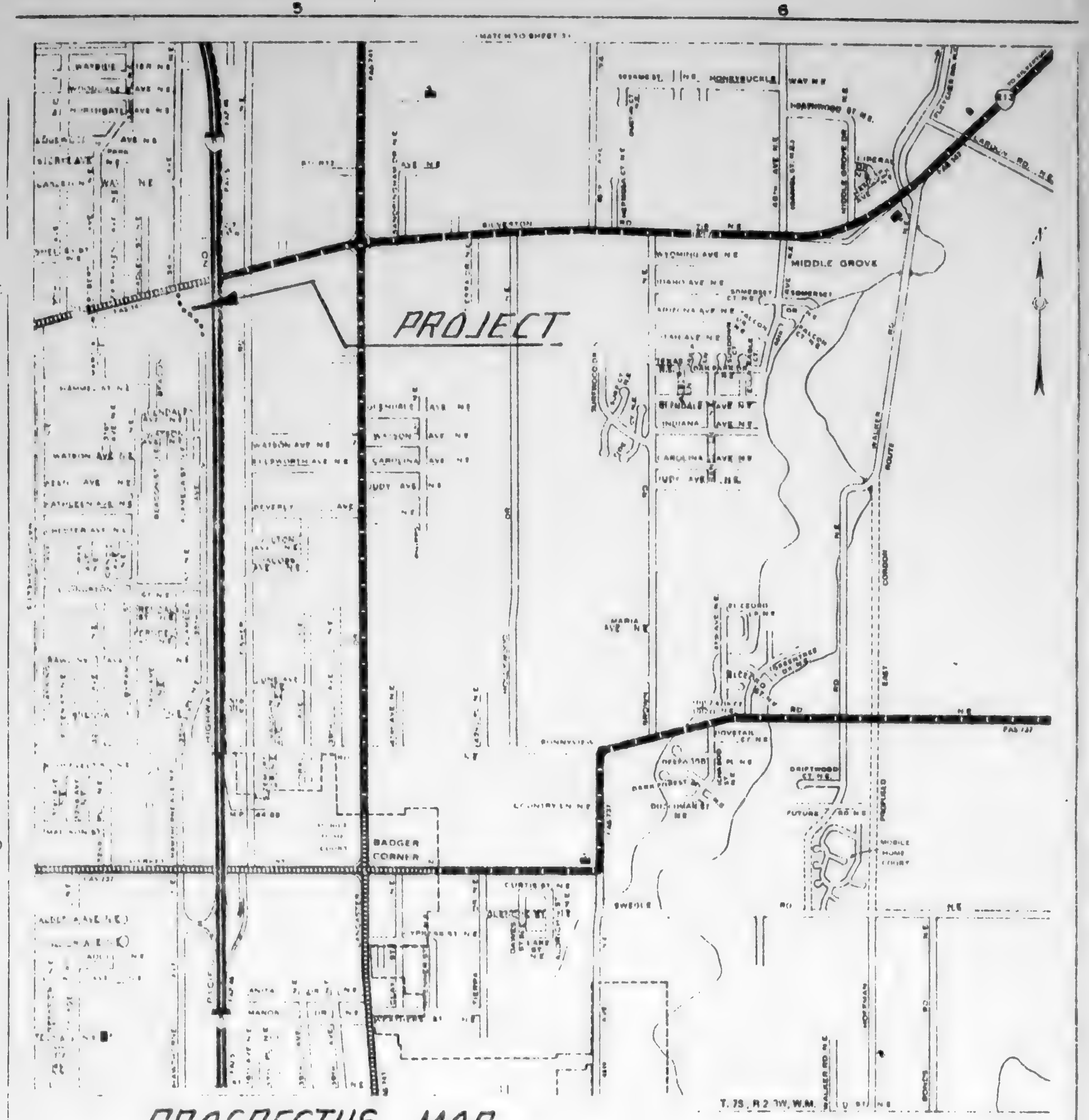
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION-----------------		XX ----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2 paragraph 10(e) projects of this type are ordinarily considered to be non-major actions.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


5
6
PROJECT
SILVERTON
MIDDLE GROVE
BADGER CORNER
C
D
T. 7S., R. 2 W., W.M.

PROSPECTUS MAP
35th AVE. REALIGNMENT (SALEM) SEC.
35th AVENUE FAUS 1635
MARION COUNTY
JANUARY 1978

SALEM

POLK-MARION CO., OREGON

SHEET ARRANGEMENT

SHEET 6 OF 1? SHEETS

9319
(#2)

L

ROBERT W. STRAUB

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

March 7, 1978

TO Executive Department
Federal Aid Coordination Unit

D E Swan

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: 35th Avenue Realignment (Salem)
Highway: Salem City Street, 35th Avenue
County: Marion

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be April 7, 1978.

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2: C.O. Fredrickson
District 3: R.A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
MAR 8 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 35th Avenue Realignment (Salem)			
11	12] PROJECT LOCATION—CITY Salem City Street 35th Ave.	PROJECT LOCATION—COUNTY Marion	PROJECT LOCATION SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 FAU 1635 extends from Portland Road (99E) south to Center Street following [71

06 12] Hyacinth Street, 34th Avenue, 35th Avenue, and Hawthorne Avenue. The proposed [71

07 12] project is to realign the northerly end of 35th Avenue with 34th Avenue to [71

08 12] eliminate an existing offset intersection. A 38 foot curbed street section with [71

09 12] five foot sidewalks is proposed. [71

10 12] (See Attachment)

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	120,960	--	23,520	23,520	--	168,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: March 7, 1978

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 April	43] DAY [44 7	45] YEAR [46 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: March 7, 1978

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

m-1635 ( )

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 28, 1978

Section 35th Avenue Realignment (Salem)

Unit (if appl)

County Marion

City Salem, Oregon

Highway 35th Avenue

State Hwy. No. FAU 1635

Termini: M.P.(if appl)

Length 600 feet

Region 2

Construction Estimate $168,000
Program Amount

B. Purpose of Project:

The proposed project is to reconstruct the northerly end of 35th Avenue to eliminate the off-set intersection of 34th Avenue and 35th Avenue with Silverton Road and to install a traffic signal to improve safety for vehicular and pedestrian traffic.

C. Origin & History of Project:

Improvement and extension of a north-south traffic corridor paralleling Pacific Highway I-5 was first identified in the Salem Area Transportation Plan as published in 1968 and is retained in the Year 2000 Transportation Improvement Program.

D. General Description of Project:

FAU 1635 extends from Portland Road (99E) south to Center Street following Hyacinth Street, 34th Avenue. 35th Avenue, and Hawthorne Avenue. The proposed project is to realign the northerly end of 35th Avenue with 34th Avenue to eliminate an existing off-set intersection. A 38 foot curbed street section with five foot sidewalks is proposed.

Alignment: New XX Existing Combined

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 0; Parking 0
Proposed: No. Lanes 2; Med. 0; Shldrs. 0; Parking 0

Traffic: Existing Facility: Existing ADT 3500; Projected ADT 7400; Yr. 2000
Existing Level of Service C

Proposed Facility: Projected ADT 4900; Yr. 1980
Projected Level of Service C

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 1

Acres 0.41; Type of Relocation Req. A single family home; No. 1

Materials Source, Borrow, Waste Disposal Requirements, if any:

It is not anticipated that borrow or waste disposal sites would be required. Surfacing material is available from a number of commercial sources.

Type of Structure(s):

None involved.

Brief Description of River or Stream and Type of Involvement, if any:

None involved.

Local City, County or COG priorities of project:

The project is identified in the Transportation Improvement Program (TIP) of the Salem Area Transportation Study. The Metropolitan Planning Organization endorsed the TIP on July 20, 1977.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Possible location and design alternative may be identified and considered during the preliminary engineering study.

Other Descriptive Information or Comments:

The southerly end of 35th Avenue is presently being aligned with Hawthorne Avenue at a common intersection with Sunnyview Road N.E. It is recommended by the Region Traffic Engineer that left-turn refuges on Silverton Road be considered as part of the 35th Avenue Improvement Project to further improve traffic flow and safety.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain is the relatively flat plain of the broad valley terrace of the easterly Willamette Valley. Soils are classed WuA in the Marion County soil survey prepared by the United States Department of Soil Conservation Service. Soils of this type are the Woodburn Silt Looms that overlay broad terraces of Willamette Silts in this area. These soils are free draining and do not exceed a three percent slope. In uncultivated areas, the natural vegetation for this type of soil is grass and douglas fir. The project area has been completely modified by man and existing vegetation is domesticated grasses, shrubs, and wild blackberries.

Claggett Creek, approximately 300 feet westerly of the project, is the primary drainageway for the area. Claggett Creek is depicted by the Soil Conservation Service as an intermittent stream in this area.

2. Cultural:

35th Avenue is a north-south oriented street approximately one mile in length extending between Sunnyview Road on the south to Silverton Road on the north. The street is adjacent to and parallels the westerly right of way for Pacific Highway I-5. South of the project area, the westerly side of 35th Avenue, is open land for some distance south of residential development extending along Silverton Road. A retention basin developed to control excessive surface water runoff occupies a large part of the open area. 34th Street, extending to the north from the proposed intersection of 35th Street with Silverton Road, serves a commercial development at the intersection and a residential area of single and multi-family homes further north. Improvements to 34th Street are being considered as another project proposal.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

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2. Estimated Impact on Traffic Patterns:

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Consequences--Air Quality, Noise, Safety, etc.:

It is expected that noise levels and air pollution would increase slightly in the immediate vicinity of the modified intersection. The significance of the increase will need to be evaluated. Traffic safety would be improved.

3. Estimated Impact on Land Use:

No significant impacts on land use are anticipated. Improvement of this traffic corridor is consistent with the draft comprehensive land use and transportation plans for the City of Salem.

Consequences:

Improved transportation generally tend to encourage development.

4. Expected Impact on Natural Ecological Resources:

None anticipated. No wetlands impacts.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

None anticipated.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

The proposed project would be consistent with the State Implementation Plan (1972). Existing and projected traffic volumes would not require an Indirect Source Permit.

b. Noise Standards

A noise study report will be prepared.

c. Water Quality Standards

There are no apparent adverse impacts to any water quality standards.

d. Area Land Use and Transportation Plans, and Zoning

The proposed project is consistent with the draft comprehensive and transportation plans and is included in both.

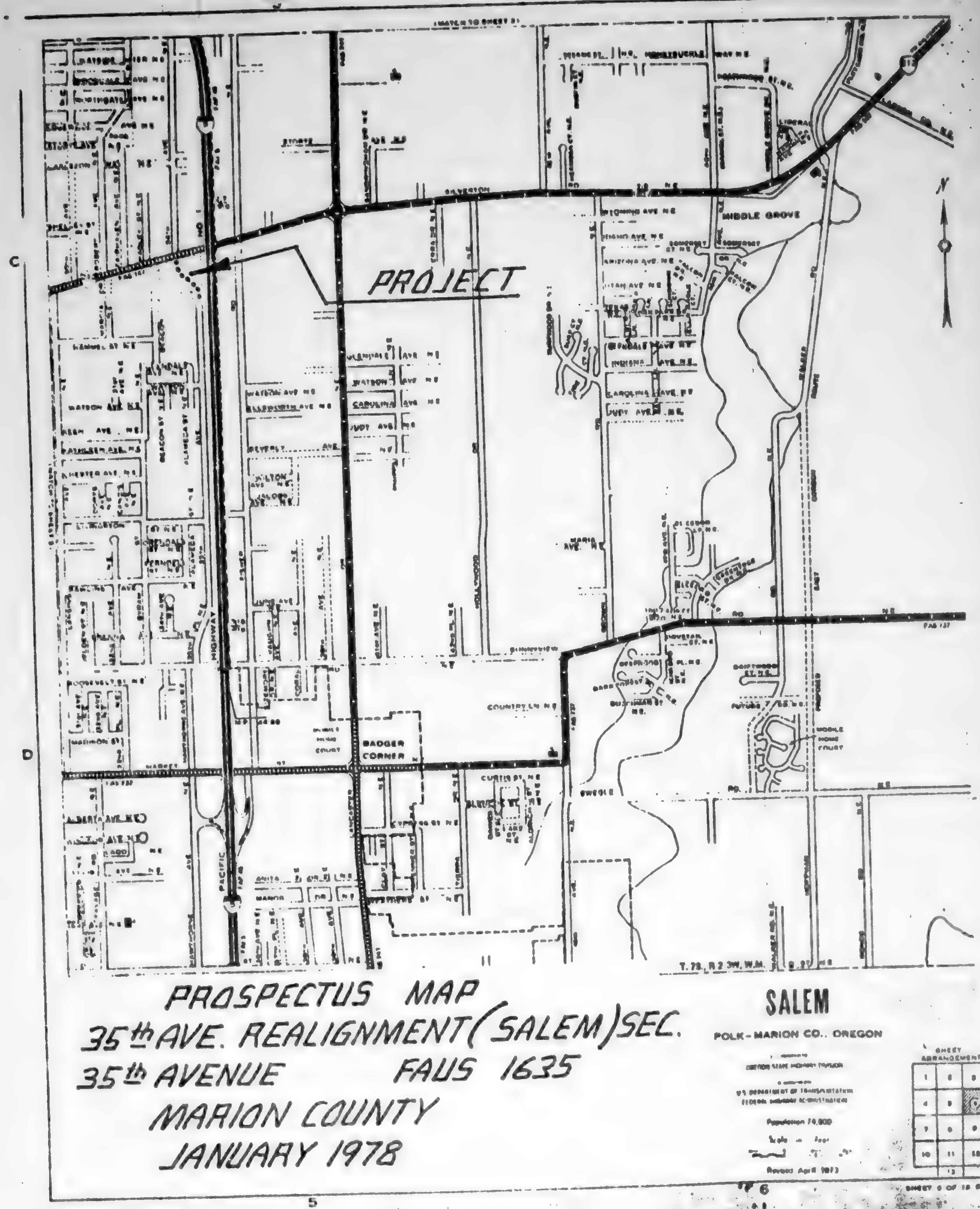
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		XX ----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2 paragraph 10(e) projects of this type are ordinarily considered to be non-major actions.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


PROJECT
SILVERTON
MIDDLE GROVE
BADGER CORNER
MOBILE HOME COURT
PACIFIC HIGHWAY
MARKET
C
D
5
6
N

PROSPECTUS MAP
35th AVE. REALIGNMENT (SALEM) SEC.
35th AVENUE FAUS 1635
MARION COUNTY
JANUARY 1978

SALEM
POLK-MARION CO., OREGON

Revised April 1973

9319.

2

DATE: February 9, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the consent calendar for the February 22 meeting will be eight requests for approval of Urban System Projects.

Baker is requesting a $70,000 project to pave a 0.4 mile segment of Grace Avenue and Bridge Street.

Bend's request is for a $175,000 project to construct a 48-foot curbed section on South 9th Street and Raer Road.

The request from Dallas is for a $452,400 project to reconstruct a 0.71 mile segment of Hankel Street.

Medford is requesting a $5,000 traffic study to determine the feasibility of rerouting southbound traffic through the central business district.

A $285,000 project to widen a 0.5 mile segment of Springbrook Street is being requested by Newberg.

Two requests were submitted by Salem. One is a $193,000 project to realign 35th Avenue to connect with 34th Avenue at Silverton Road. The other is a $12,000 project to widen 0.23 miles of 34th Avenue.

Marion County's request is for a $340,000 project to signalize four intersections and channelize two intersections on North River Road.

Federal Urban System funds for these projects are estimated at $1,095,200 with the State providing approximately $92,400 in match funds and $344,800 being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

GEZ:gmc
Attachment

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
John Sheldrake
A. Shirley, Jr.
~~C. M.~~ Williams DALE ELLEN
W. E. Schwartz
D. N. Harwell
George Bell

CITY OF SALEM
Proposed Urban System Project

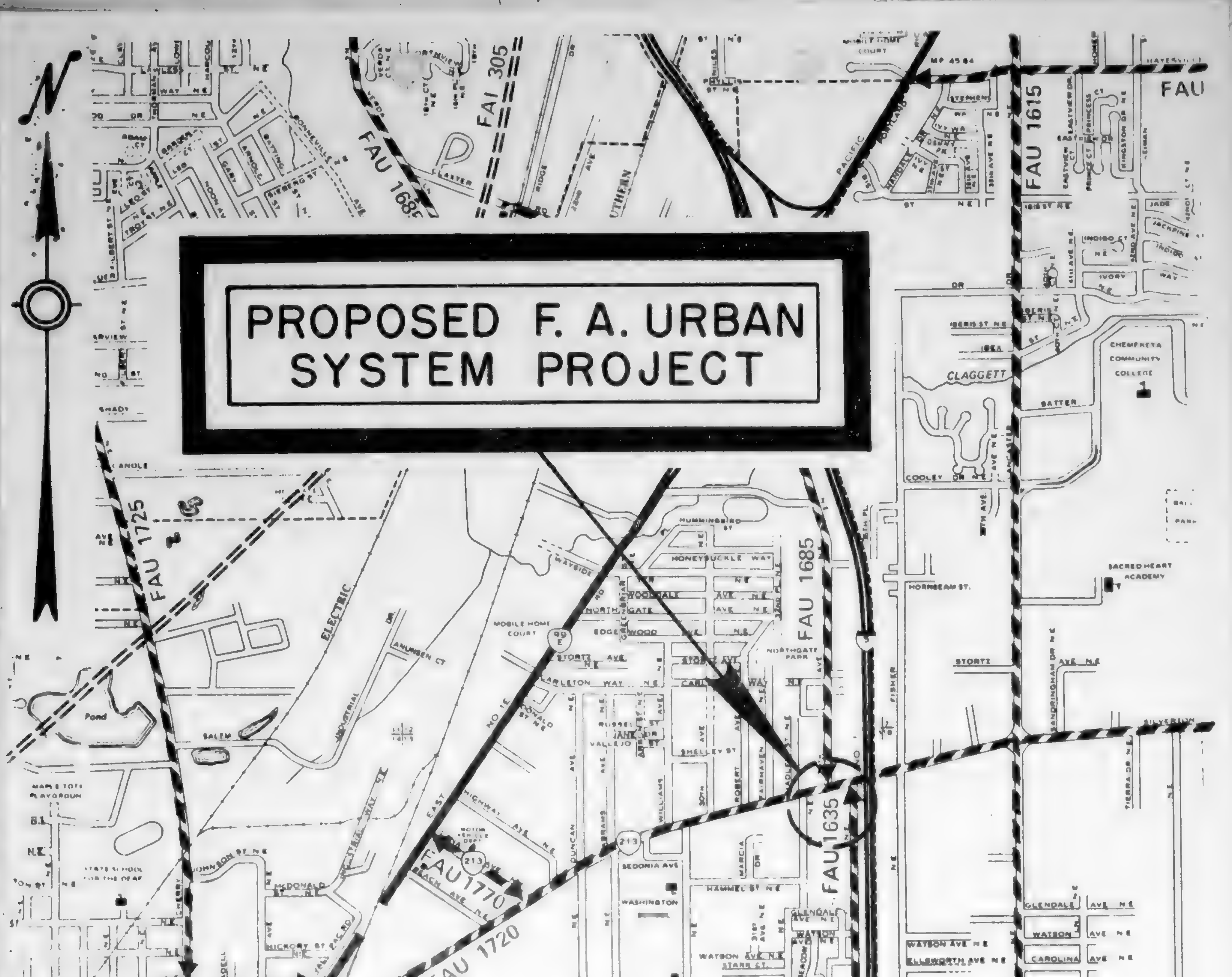
35th Avenue Realignment
Grade, Pave, Signals and Signing
0.11 miles
$193,000

This project involves the realignment of approximately 600 feet of 35th Avenue near its intersection with Silverton Road, in order to create a more direct connection with 34th Avenue. The existing intersection of 35th Avenue with Silverton Road will be severed. A fully-actuated, two-phase signal will be installed at the realigned intersection.

Right-of-way will be acquired for the realignment and will be acquired as part of the project.

City will perform the preliminary and construction engineering.

78-b
2/7/78


PROPOSED F. A. URBAN SYSTEM PROJECT
N
SALEM
FAI 305
FAU 1685
FAU 1615
FAU
FAU 1725
FAU 1635
FAU 1770
FAU 1720
FAU 1724
FAU 1655
DESIGNATED
FAU 1670
FAU 1660
FAP 26
FAU 1665
FAU 1700
FAI 5
FAU 1680
FAU 1680
U 1635
CLAGGETT
CHEMEKETA COMMUNITY COLLEGE
SACRED HEART ACADEMY
STATE SCHOOL FOR THE DEAF
WASHINGTON SCHOOL
WALDO JUNIOR HIGH SCHOOL
OREGON STATE FAIRGROUNDS
ARMORY AUDITORIUM
BADGER CORNER
MOBILE HOME COURT
ELECTRIC
Pond
HUMMINGBIRD ST
HONEYSUCKLE WAY
STORTZ AVE
CARLETON WAY
SILVERTON
HOLLYWOOD DR
PACIFIC HIGHWAY

9319.

SAL0005

Form ~~E-22-~~(Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section 35th Ave. Realignment (Salem)

Highway 35th Avenue, FAUS 1635

County Marion

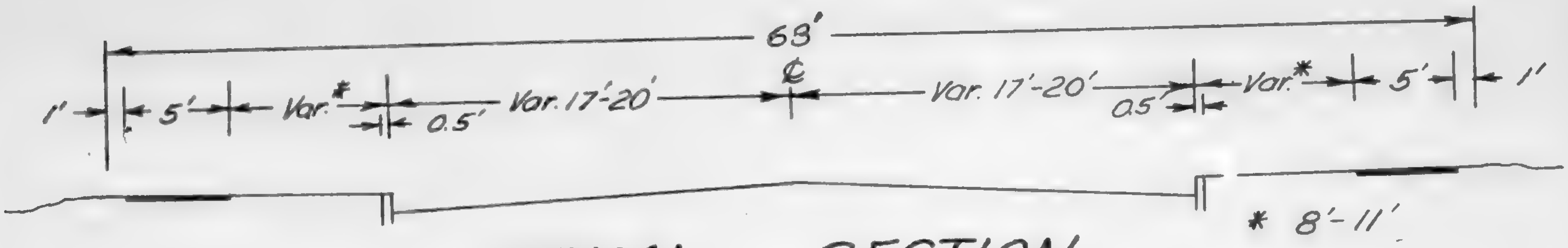
Date January 26, 1978

Authorization No. 1

Survey Prefix 324 - 1938 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly terminus is the intersection of 34th Avenue and Silverton Rd.. The southerly terminus is 600 feet South of Silverton Rd. on 35th Avenue. Route follows new alignment to connect 35th Ave. to 34th Ave.. Length 0.13 mile.



TYPICAL SECTION

Purpose of survey:

Prepare plans, specifications and cost estimate for grading, paving and signal installation.
This is a Federal Aid Urban Project.

Estimate of cost:

Field	901	500
City	903	25,000
Design	905	500
Soils	900	1,000
Traffic	911	100
Utility	914	100
Specifications	921	600
Environmental	923	100
Hearings	980	100

M-1635(1)
5-22-78

Total estimated cost of survey $ 28,000

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: Richard E. Nelson Field Engineer

Recommended for Approval: Asst. Regional Engineer

Recommended for Approval: Frank E. Perpin Location Engineer

Approved: Tech. Servl Engr. ~~Assistant State Highway Engineer~~

H N Rp

SP*23604-734

9319

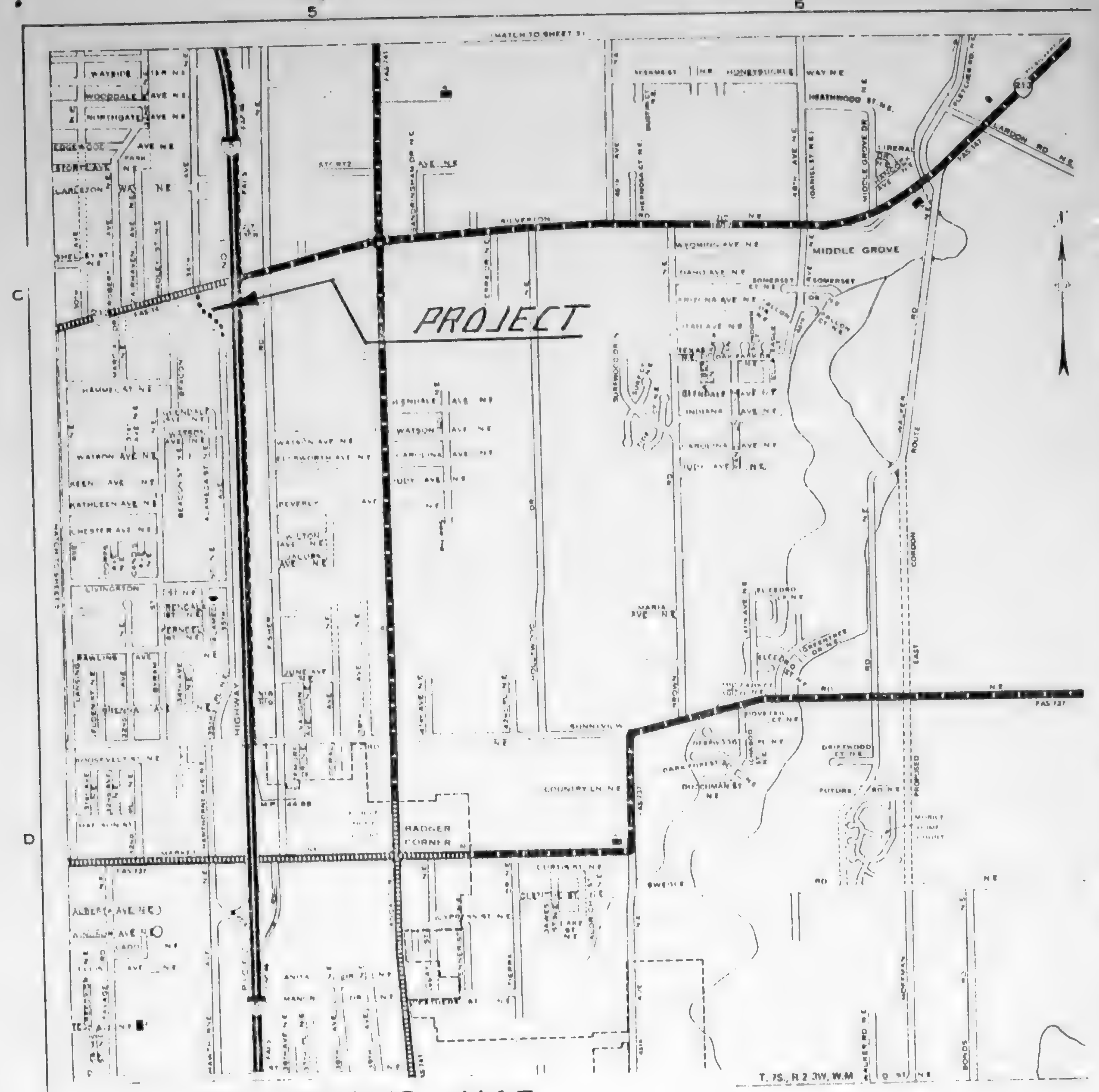
LOCATION PROSPECTUS

35th Ave. Realignment (Salem) Section
35th Avenue, FAUS 1635
Marion County

January 26, 1978

Highway:	35th Avenue, City Street, FAUS 1635.
Termini:	The northerly terminus is the intersection of 34th Avenue and Silverton Rd. NE.. The southerly terminus is 600 feet South of Silverton Road on 35th Avenue.
Length:	0.13 mile.
Narrative:	Purpose of the survey is to prepare plans, specifications and cost estimate for a grading, paving and signal installation project. Construction of curbs, walks and installation of storm drains will also be included. Route will be new alignment. Beginning at a point about 600 feet South of Silverton Rd.; 35th Ave. will be shifted 100 feet westerly to align with 34th Ave. to the North. Soils investigations will be required to prepare a surfacing design. No airports will be affected. This is a Federal Aid Urban System Project. City of Salem will do the preliminary and construction engineering.
Characteristics:	Present ADT (all vehicles) 3,500. Projected ADT (1980) 4,900. Level of service C; present and projected. Rise and fall is negligable. Existing alignment is tangent. Proposed alignment will have about 60 degrees of central angle.
Standards:	Urban standards will apply. Parking will be prohibited through this section. Deviations from standards are not anticipated.

Typical Section:	Normal Section 34 foot curb to curb, curbs, 11 foot parking strips, with 5 foot sidewalks. At intersection 40 foot curb to curb, curbs, 8 foot parking strips, with 5 foot sidewalks. Total width 68 feet.
Bridge:	None
Access:	City to determine.
Surfacing:	To be determined during the survey.
Material:	No additional embankment material should be required. Surfacing materials are available from local commercial sources.
Additional Facilities:	35th Avenue will be aligned with 34th Ave. to make a standard 4-leg intersection. The intersection will be signalized. Project will require adjustment of power pole and anchor pole.
Agreements:	Agreement with City of Salem will be required. Citizen Involvement, Environmental and Public Hearing aspects will be coordinated by Mid-Willamette Valley Council of Governments. Environmental Assessment has identified this project as Catagory 3, Major Action Project.
Parks:	A city drainage dentention basin is located at the SW quadrant of the project. This area has parking and can be used as a play area in the dry season. It is not known if it is a designated park. The new 35th Avenue alignment may change the access point slightly but should not affect the area otherwise.
Right of Way:	Additional right-of-way will be required. R/W taking will involve one home. City will negotiate for right of way required.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D
MATCH TO SHEET 3
PROJECT
SILVERTON
MIDDLE GROVE
SUNNYVIEW
BADGER CORNER
HIGHWAY
WAYSIDE
WOODDALE AVE NE
HONEYSUCKLE WAY NE
HEATHWOOD ST NE
MIDDLE GROVE DR
FLETCHER RD NE
LARDON RD NE
FAS 14
FAS 137
FAS 741
213
HAMMEL ST NE
WATSON AVE NE
KATHLEEN AVE NE
LIVINGSTON
WYOMING AVE NE
IDAHO AVE NE
ARIZONA AVE NE
INDIANA AVE NE
CAROLINA AVE NE
JUDY AVE NE
MARIA AVE NE
BROWN
CORDON
EAST
PROPOSED
ROUTE
COUNTRY LN NE
DUTCHMAN ST NE
DRIFTWOOD CT NE
MOBILE HOME COURT
HOFFMAN
BONDS
WALKER RD NE
SWEGLE
MARKET
M.P. 44.09
T. 7S., R 2 3W, W.M

PROSPECTUS MAP

35th AVE. REALIGNMENT (SALEM) SEC.

35th AVENUE FAUS 1635

MARION COUNTY

JANUARY 1978

SALEM

POLK - MARION CO . OREGON

Population 74,600

Scale in Feet

Revised April 1973

SHEET ARRANGEMENT

SHEET 6 OF 19 SHEETS

9319

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 1977

Section T7S R3W Sec. 13

Unit (if appl)

County Marion

City Salem

Highway 35th Avenue

State Hwy. No.

Termini: M.P.(if appl) point 600' south of Silverton Rd. to Silverton Road

Length 600'

Region 2

Construction Estimate 168,000 Program Amount

B. Purpose of Project:

This project is intended to provide a standard, four-legged intersection with Silverton Road. Currently 34th and 35th Avenues are misaligned by 100'. With a more direct connection, it is expected that the ease, convenience, and volume of traffic on 34-35th Avenues will significantly increase.

C. Origin & History of Project:

This project was originally identified as part of the first Salem Area Transportation Plan, published in 1968. The original proposal was quite broad, and included the extension of Hawthorne Avenue northward to Sunnyview from Market Street. The plan indicated that the purpose of this project was to "provide a smooth flowing and continuous route near the northern end of the facility (Hawthorne Avenue).

D. General Description of Project:

This project involves the realignment of 35th Avenue near its intersection with Silverton Road, in order to create a more direct connection with 34th Avenue. The intersection of 35th Avenue with Silverton Road would then be severed. A fully-actuated, two-phase signal would be installed at the realigned intersection.

Alignment: New X Existing Combined

Typical Section: Existing: No. Lanes 2 ; Med. none ; Shldrs. none; Parking none

Proposed: No. Lanes 2 ; Med. none ; Shldrs. curbed; Parking prohibited

Traffic: Existing Facility: Existing ADT 3500 ; Projected ADT 4900 ; Yr. 1980

Existing Level of Service C

Proposed Facility: Projected ADT 4900 ; Yr. 1980

Projected Level of Service C

Right of Way: Additional anticipated yes (Yes, No); if yes, give approx. No. Parcels 1

Acres 0.41; Type of Relocation Req. X; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Surfacing materials to be provided by local commercial suppliers. Borrow probably will not be required. Any surplus material will be disposed of by the contractor in accordance with City and State requirements.

Type of Structure(s): none

Brief Description of River or Stream and Type of Involvement, if any: none

Local City, County or COG priorities of project:

This project is identified for funding in the Transportation Improvement Program of the Salem Area Transportation Study. The Metropolitan Planning Organization endorsed the TIP at its July 20th meeting.

FHWA and/or OSHD approvals given, if any:

none

Location or Design Alternatives (identify and describe):

The only practical location alternatives would include the no-build and build, at the location identified in the sketch. Design alternatives could include different alignments and reduced cross sections of the new extension.

Other Descriptive Information or Comments:

The land immediately south of the proposed project is used as a retention basin for storm water runoff and is otherwise undeveloped. Two parks are situated south of this retention basin. A walkway is scheduled for construction this fiscal year to connect the retention basin with Livingstone and Eastgate Parks.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project lies in an area of flat terrain underlain by Woodburn silt loams. Slopes range between 0% and 3% gradient. An intermittent stream is depicted in the Soil Survey of Marion County some 300' to the west of the project. This particular soil type does not normally present difficulties to construction activity, including industrial development. Vacant land exists immediately to the south of the project and is used by the city as a retention basin for excess winter storm water.

2. Cultural:

As indicated, the southern part of the project as well as the area immediately south thereof is undeveloped and is used as a retention basin. The area immediately north of the project is characterized by a mixture of commercial and residential buildings. Older, single-family structures are situated along the southern portion of Silverton Road; newer commercial structures are located on the northern portion of Silverton Road near the 34th Avenue intersection. The area west of the project (400') is an extensively developed residential, single-family area. This area may be characterized as a stable, moderate income section of Salem with a high proportion of owner-occupied structures. Median educational and income levels may be characterized as middle to lower-middle. Two parks are situated south of the project (Livingston and Eastgate) and the retention basin is to be developed as a "leisure" site (picnic areas and baseball diamonds).

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Nearly all of the project lies within right-of-way purchased by Salem; the acquisition of the remaining portion will require the purchase of an existing single-family structure estimated at $38,000.

2. Estimated Impact on Traffic Patterns:

It is expected that the creation of an improved intersection and a better connection between 34th and 35th will improve vehicle turning and maneuverability at the intersection and should increase the volume of traffic using 34th and 35th Avenues for north-south, community-type trips.

Consequences--Air Quality, Noise, Safety, etc.:

It is expected that air and noise pollutant levels may increase as a result of the additional traffic that might be derived from this improvement. Nonetheless, deceleration and acceleration movements should be reduced at the intersection, and preliminary analyses have indicated that neither pollutants should exceed State/Federal standards. Pedestrian safety should be increased because of the improved signalization at this intersection, especially for elementary school children.

3. Estimated Impact on Land Use:

It is not expected that this project will significantly change land use patterns. The area immediately to the south is in public ownership and will continue to be used as a retention basin, while the area to the west is some distance away from this improvement and should not be effected by the project.

Consequences:

There may be some additional pressure to develop multi-family properties north of Silverton Road.

Because of the limited impact, the consequences are expected to be minimal and generally limited to the 34th Avenue-Silverton Road intersection.

4. Expected Impact on Natural Ecological Resources:

none

Consequences:

---

5. Expected Impact on Cultural and Scenic Resources:

The project is designed to skirt the northern boundary of the retention basin and should not directly effect any significant cultural resources. This area is not identified as being a community scenic resource.

Consequences:

none

6. Preliminary Identification of Areas of Critical Concern:

The areas of critical concern might include: the residential areas to the north and west of the project; the retention basin/leisure site, and the two parks.

7. Potential for Controversial Issues:

Such issues are not expected to develop, although questions regarding: both the increased traffic along 34th-35th Avenue and the proposed right-of-way acquisition could emerge.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Preliminary calculations indicate that the proposed project should not exceed the 10 mg/m^3 standard for CO.

b. Noise Standards

Preliminary calculations indicate that the proposed project should not exceed the L_{10} noise standard for residential property; a L_{10} of 52 dBA is estimated.

c. Water Quality Standards

If constructed during the dry-weather period, little runoff is expected.

d. Area Land Use and Transportation Plans, and Zoning

The project is consistent with the draft Comprehensive and Transportation Plans, and is included in both.

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 ____ 3 ____ 4

7319

FEDERAL AID PROJECT REQUEST

Date 8/8/77

Applicant Agency City of Salem
Request for: Off-System ____, FAS-C ____, FAUS X Project
Federal Aid Route No. FAUS 1635 Route Name 35th Avenue
Project Name 35th Avenue Realignment

Project Length 600' Project Location (Attach sketch map)
Project Description This project would realign 35th Avenue near Silverton Road, to provide a direct connection with 34th Avenue. The new road would be constructed as a two-lane, minor arterial; it would include sidewalks, and landscaping. The width varies from 34' to 40' curb to curb and includes a left turn lane at Silverton Road.

Average Daily Traffic 3500 Design Speed 45

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22' Travel Lanes 2 Shoulders none
Medians none Parking none
Sidewalks none
Remarks 35th Avenue is now misaligned with 34th Avenue at Silverton Road; 34th Avenue, the northerly extension of 35th Avenue, is some 100' to the west.

2. Desired Roadway Cross Section: (Attach sketch)

Width 34-40' curbed Travel Lanes 2 Shoulders none
Medians none Parking prohibited
Curbed yes Length Curb Radii 30' sidewalks
Sidewalk/Bikeway Sidewalks: 2 @ 5'. Bicycles will use sidewalks
Remarks The new alignment would connect directly with 34th Avenue; a fully actuated phase signal would be installed at the realigned intersection.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 68' Minimum --- Maximum ---

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ____

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks A single-family house, and a part of an adjacent property, will have to be acquired for the arterial's realignment.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None now exists at intersection of Silverton with 34/35th Avenues.

2. Proposed Signalization:

Location Intersection of Silverton Road with (realigned) 35th Avenue.

Type Fully-actuated with volume-density
Phases two-phase
Type of Suspension Mast-arm
Interconnected No
Remarks

3. Permanent Signing:

Include in project or by applicant? Include as part of project

4. Permanent Striping:

Include in project or by applicant? Will be provided by applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Existing 400 watt mercury vapor luminaire on Silverton Rd. - No existing lights on 35th

2. Proposed Illumination:

Location None at this time.
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location none
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location none

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Bruce Phelps, Mid Willamette Valley COG Office
2.	Environmental	" " Office
3.	Public Hearing	" " Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State ____ Consultant ____

2. Project construction engineering to be performed by:

Applicant X State ________ Consultant ________

3. Will applicant perform any work prior to or after award of contract?

Yes ________ No X

If "yes," describe briefly: ________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 100,000
Right-of-way costs (if participating)	30,000
Traffic control	38,000
Illumination	---
Structures	---
Railroad	---
Other	
Preliminary engineering	25,000
PROJECT TOTAL	$ 193,000

Remarks ________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Salem and/or ________ COUNTY

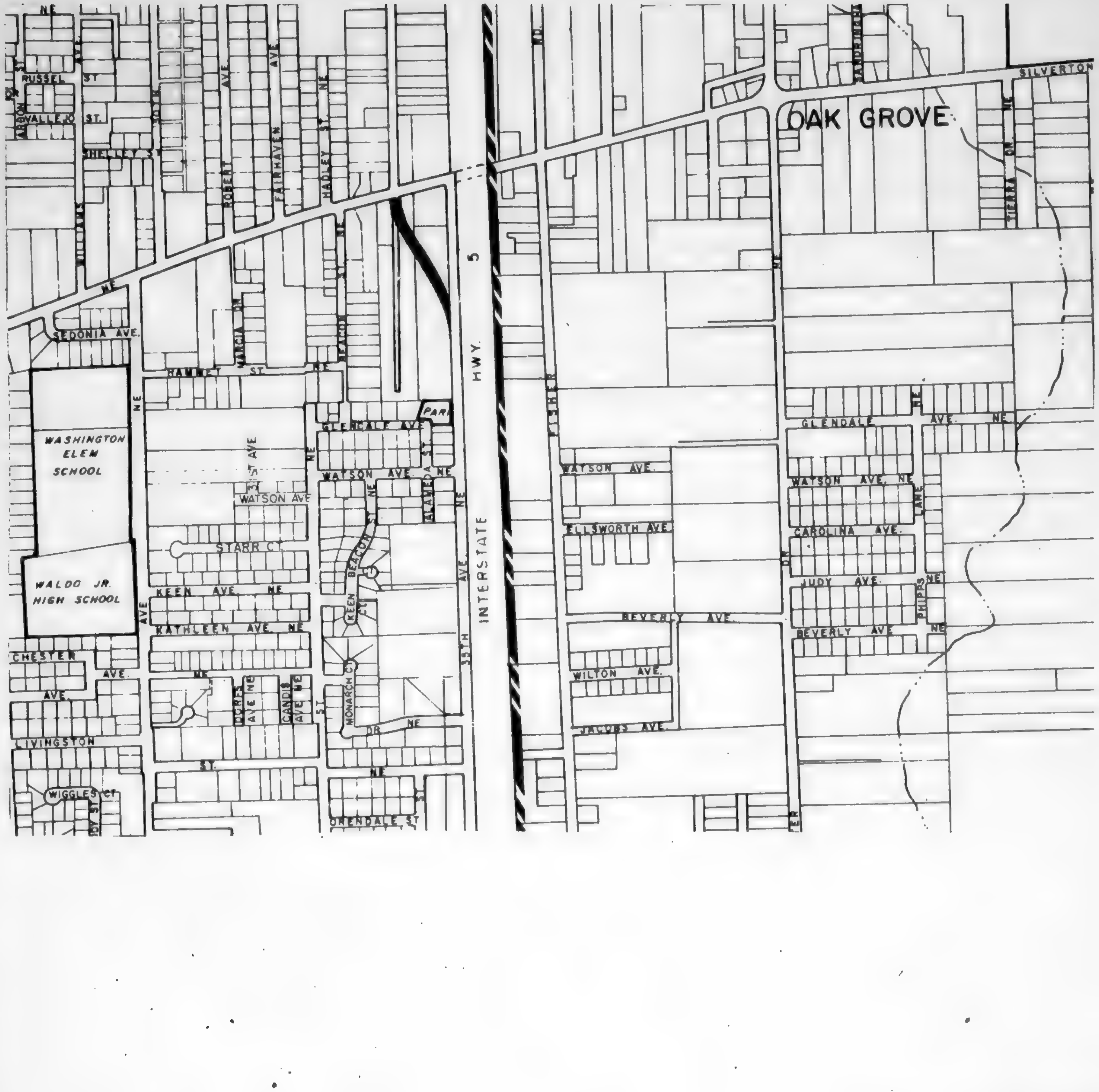
By ________ Mayor By ________

By Betty J. Marsh Recorder By ________

By ________

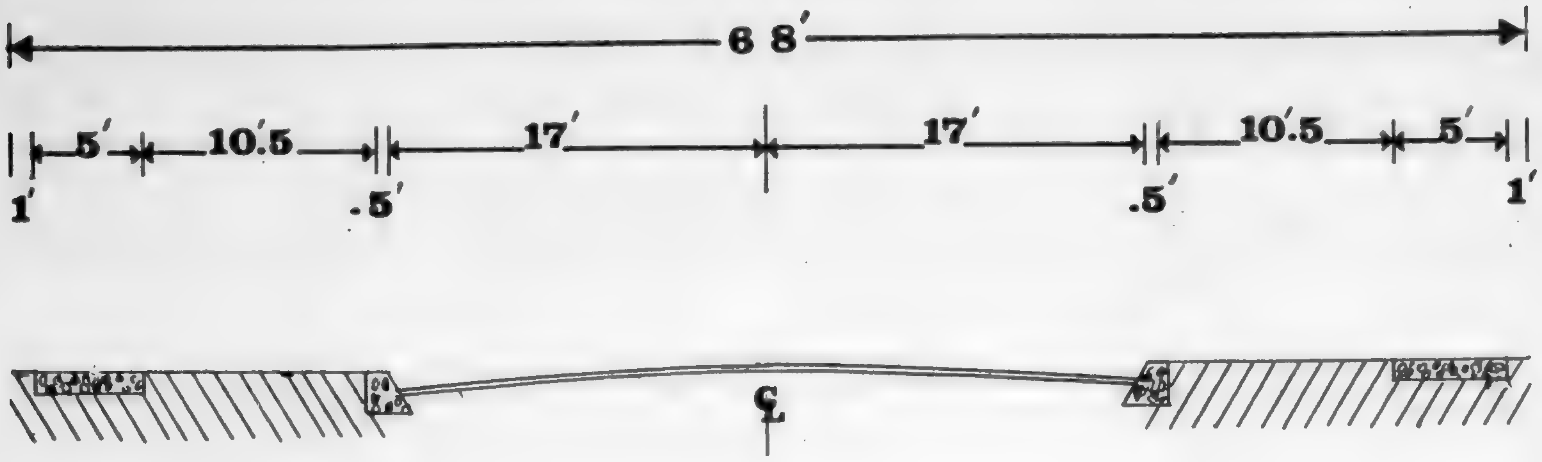
PROJECT LOCATION MAP

35TH AVENUE REALIGNMENT


NE
RUSSEL ST
ARBOR
VALLEJO ST.
SHELLEY ST
ROBERT AVE
FAIRHAVEN AVE
HADLEY ST. NE
NE
SEDONIA AVE.
HAMMET ST.
MARCIA DR
BEACON
NE
PARK
GLENDALE AVE
WATSON AVE NE
ALAMEDA ST
WASHINGTON ELEM SCHOOL
WALDO JR. HIGH SCHOOL
31ST AVE
WATSON AVE
STARR CT.
KEEN AVE. NE
KATHLEEN AVE. NE
BEACON ST
KEEN CT
MONARCH CT
DR NE
CHESTER AVE.
AVE.
LIVINGSTON ST.
DORIS AVE NE
CANDIS AVE NE
WIGGLES CT
ORENDALE ST
35TH AVE.
HWY. 5
INTERSTATE
RD.
SILVERTON
OAK GROVE
SIERRA DR.
FISHER
GLENDALE AVE. NE
WATSON AVE.
WATSON AVE. NE
ELLSWORTH AVE.
CAROLINA AVE.
JUDY AVE.
BEVERLY AVE.
BEVERLY AVE.
PHIPPS NE
LANE
WILTON AVE.
JACOBS AVE.
DR

PROPOSED TYPICAL SECTION : 35 TH AVENUE REALIGNMENT

Street Section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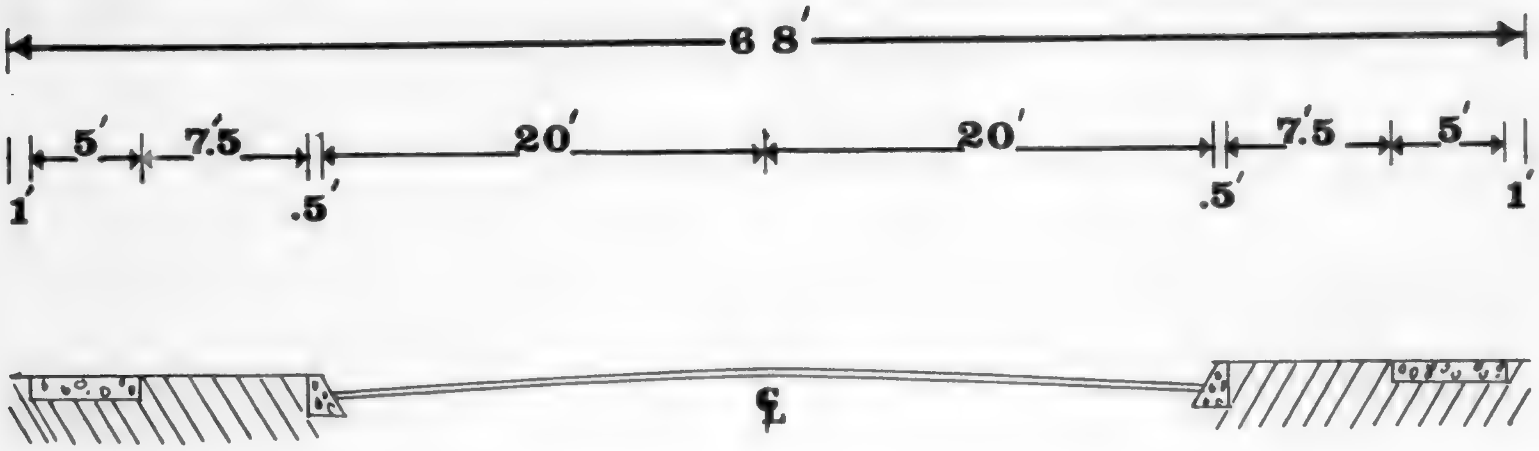
Intersection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1981 Bombing Range Rd.-Butter 9320
Cr. Sec. of the Lexington-Echo
Hwy. (Treated base & paving)

9320

May 12, 1983

CON 3
#9320

Cummings Transfer Co.
P.O. Box 826
Albany, OR 97321

Attention: Richard Mikesell
President

Gentlemen:

Thank you for your letter of April 29 stating that you have received $8,590.50 for materials that you supplied to Babler Bros., Inc. on a project near Lexington.

This appeared to be in reference to the Babler Bros., Inc., Contract No. 9320 for work on Bombing Range Rd.-Butter Creek (Unit 1) Section of Lexington-Echo Highway in Morrow County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

cc: Seaboard Surety Company
320 - 108th Ave., NE
Suite 401
Bellevue, WA 98004

Babler Bros., Inc.
6201 SE Lake Road
Milwaukie, OR 97222

5-12-83

CUMMINGS TRANSFER CO.
740 29th Avenue S.W. • P. O. Box 826 • Albany, Oregon 97321
Telephone (503) 928-3385

April 29, 1983

Mr. Robert Gormsen
Office of Commission Services
Room 121 Transportation Building
Salem, Oregon 97310

SUBJECT: OSHD Contract #9320

Dear Mr. Gormsen:

Cummings Transfer Co., would like to go on record with the State of Oregon that we have received full payment for materials that we supplied to Babler Bros., Inc., OSHD job #9320 near Lexington, Oregon.

Total amount received was $8,590.50.

Very truly yours,

CUMMINGS TRANSFER CO.

Richard Mikesell
President

maj

RECEIVED
MAY 2 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-828

nig

cc: OSHD (C[illegible]lter)

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Morrow	DIVISION Oregon
DATE OF REPORT 1-13-83	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. F-76(4)
COMPLETION DATE 11-3-81	ACCEPTANCE DATE BY CONTRACT AGENCY 6-2-82	TIME ELAPSED 111/375 =29.6 %	CONTRACT TIME 375 calendar days
APPROVED EXTENSIONS None	LOCATION Approximately 10 miles northeasterly from the community of Lexington on Oregon signed route 207.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BOMBING RANGE ROAD - BUTTER CREEK (UNIT #1) SECTION
LEXINGTON - ECHO HIGHWAY
Treated Base and Paving

This project provided for the scarification and cement treatment of the existing roadway and paving the improved section with asphaltic concrete.

The final cost of the project, including all engineering and changes, was $1,249,801.11. The final amount of the original contract items was $1,134,491.76, or a 7.6 percent underrun of the original contract amount of $1,228,454.00.

A final inspection of the completed work was made on November 18, 1981.

All participating work has been completed.

All signing and striping is complete.

The cleanup work as mentioned in the final inspection report has been accomplished.

--- DBC ---

RECEIVED
STATE HWY ENGR
JAN 24 '83
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engineer David B. Carter		SIGNATURE Original Signed by G. K. HOSSNER Field Operations Engineer Glenn K. Hossner	
TITLE Area Engineer	DATE 1-13-83	TITLE Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

F

9320 7-1-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Babler Bros., Inc. No. 9320	Bombing Range Rd.-Butter Cr., Unit 1 Morrow County	June 2, 1982
Wildish Corvallis Const. No. 9239	Rowell St.-Lacreole Dr. (Dallas) Polk County	June 2, 1982
Morse Bros., Inc. No. 9264	Pacific Blvd.-Santiam Hwy.(Albany) Linn County	June 4, 1982
Willamette-Western, Alaska Constrs., Inc. & General Const. Co., J.V. No. 8526	Columbia Rv. Bridge (N. Channel Substructure) and Government Island Fill Multnomah, Oregon and Clark, Wash.	June 10, 1982
Ross Bros. Const., Inc. No. 9083	Nyberg Creek Bridge(Tualatin) Washington & Clackamas Counties	June 10, 1982
COMCO Const., Ore. Ltd., dba Salem Road & Driveway No. 9318	Boone Rd. SE-Barnes Ave. SE(Salem) Marion County	June 14, 1982
R. A. Hatch Co. No. 9101	Division St. NE-Trade St. NE (Salem) Marion County	June 17, 1982
Cushing Bros., Inc. No. 9343	Sunnyside Rd.-Commercial St. Marion County	June 29, 1982
Roseburg Paving, Inc. No. 9296	Dodge Canyon Cr.-Westwood St. Douglas County	June 29, 1982
Hertz Electric, Inc. No. 9245	NE Columbia Blvd. Traffic Signals @ 3 Intersections Multnomah County	June 29, 1982

July 1, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9320

L.

June 9, 1982

Seaboard Surety Company
320 108th Avenue NE, Suite 401
Bellevue, WA 98004

CON 5
#9320

Gentlemen:

On June 4, 1982, we wrote to you concerning release of final payment on Contract No. 9320 awarded to Babler Bros., Inc. for work on the Bombing Range Road-Butter Creek (Unit 1) Section of the Lexington-Echo Highway in Morrow County.

Final payment on this contract is $1,000.00 and the total contract amount is $1,141,092.22. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
cc: Babler Bros., Inc.
6201 S.E. Lake Road
Milwaukie, OR 97222

bc: C. T. Keasey
Walt Hart
Robert Hector

9320 CL-82-48

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAR 16 1982
NORMA PAULUS
SECRETARY OF STATE

March 12, 1982

IN REPLY REFER TO
FILE NO.

CON 5
#9320

Cummings Transfer Co.
P. O. Box 826
Albany, OR 97321

Attention: Robert Eisenhauer

FILED
MAR 16 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen or Ladies:

This will acknowledge your letter of February 26 stating that you have not received payment for materials in the amount of $8,590.50 supplied to Babler Brothers on a job near Lexington.

The claim states this is in connection with Babler Bros., Inc., Contract No. 9320 for work on the Bombing Range Road-Butter Creek (Unit 1) Section of the Lexington-Echo Highway in Morrow County.

We will notify Seaboard Surety Company and the contractor that you have filed this claim. We will also forward it to the Secretary of State for filing.

Please notify this office when the claim has been settled.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

FKN:dmc

cc: Babler Bros., Inc.
6201 S.E. Lake Road
Milwaukie, OR 97222

Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED

4-1-82 dmc

CUMMINGS TRANSFER CO.
740 29th Avenue S.W. • P. O. Box 826 • Albany, Oregon 97321
Telephone (503) 928-3385

February 26, 1982

Mr. Robert Gormsen
Office of Commission Services
Room 121 Transportation Building
Salem, Oregon 97310

SUBJECT: OSHD Contract #9320

Gentlemen:

Cummings Transfer Co., would like to go on record with the State of Oregon that we have not received our payment for materials that we supplied to Babler Bros., Inc. OSHD job 9320 near Lexington, Oregon.

There was one truck and trailer load of diesel fuel that was delivered to the job site on September 9, 1981 for $8,590.50.

The Bonding Company for this job is: Seaboard Surety Co.
K.L.& K. Associates Inc.
Room 1262
500 NE Multnomah Street
Portland OR 97232

Very truly yours,

CUMMINGS TRANSFER CO.

Robert E. Eisenhauer

Robert Eisenhauer

maj

RECEIVED
FEB 26 1982
COMM[illegible] [illegible]ICES
DEPARTMENT OF TRANSPORTATION

9320

12-23-81

Sec. 320

Bombing Range Rd.-Butter Creek (Unit 1)
Contract No. 9320
Prefix No. 125-1071

Lexington-Echo Highway
Morrow County
F. A. No. F-76(4)

1 Versteeg
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout

RECEIVED
DEC 23 1981
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring
Action

NARRATIVE REPORT

This project was constructed in two sections: Section 1, 3.58 miles long and Section 2, 3.07 miles long. Total length of the project was 6.65 miles.

Work on this project consisted of placing four inches of new aggregate, cement treating base (treated in place) and 3½ inches of Class 'B' A.C. surfacing, with the removal of a structure, pipe installation and a small amount of guard rail.

The contract was awarded to Babler Bros., Inc., on July 2, 1981, and work began on August 11 and was completed on November 3, 1981. A total of 111 Calendar Day charges were used.

Temporary Protection and Direction of Traffic was performed as per specifications and in a professional manner.

In constructing this project, though we had no major problems, there are a few areas that need mentioning.

On this project it was necessary to overrun the aggregate in treated base by approximately 22% due to having to restore the crown in many areas, to even the grade in some areas and, also, to widen the base to have room to construct the cement treated base. On future projects of this type the typical section should show base design extending beyond the limits of cement treatment as it has in past projects and an additional amount of aggregate should be set up for this and anticipated funds set up for the purchase of additional aggregates for the restoring of crown sections and taking out uneven portions of the grade where needed.

Another area is in the Special Provisions for the project: The specifications for constructing Cement Treated Base, treated in place, Section 310.01. The way the specifications are written would allow a contractor to construct this phase of work in one operation; add aggregates, cement, water and break up existing surfacing all in one, single operation. This would cause problems on projects of this type due to having an existing base of between 22 to 24 feet and constructing a completed base of 28 feet. On construction projects of this type the specifications should require the existing surfacing be broken up to specified gradation and brought to an even grade and cross sectioned before proceeding with the remainder of the treatment.

The removal of a small bridge and the placement of an 84-inch Arch Pipe was completed in one working day without any problems. The detour as set up in the plans was not used. The contractor constructed a detour at the structure site.

All other phases of construction on this project were completed without any major problems.

REFERRED TO

BY FINAL DESIGN ENGINEER

Acknowledge
& Comment.

Bobby D. Johnson
Bobby D. Johnson, Res. Eng.

Bombing Range Road-Butter Creek (Unit 1)
Lexington - Echo Highway
Morrow County

Contract No. 9320
Prefix No. 125-1071
F. A. No. F-76(4)

STATEMENT OF OVERRUNS AND UNDERRUNS

ITEM NO.	DESCRIPTION	UNIT	ORIGINAL	SEMI-FINAL	% + OR -
	Bid Items	$	1,228,454.00	1,137,322.58	-7.4%
	Anticipated Items	$	76,000.00	5,373.20	-92.9%
	Contingencies	$	58,700.43	6,312.50	-89.2%
	Engineering	$	104,356.32	80,000.00	-23.3%
	TOTAL		1,467,510.75	1,229,008.28	-16.3%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

ITEM NO.	DESCRIPTION	UNIT	ORIGINAL	SEMI-FINAL	% + OR -
17	Cement for Treated Base	Ton	278,080.00	194,367.65	-30.1%

Cement treated base was completed using 5% cement rather than the maximum of 7% cement.

ITEM NO.	DESCRIPTION	UNIT	ORIGINAL	SEMI-FINAL	% + OR -
18	Aggregate for Treated Base	Ton	87,150.00	106,279.36	+21.9%

The additional aggregate for treated base was used to restore the crown and supers and to make minor grade adjustments.

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 18 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

Bobby D. Johnson
Bobby D. Johnson, Res. Eng.

DES 16

9320

STATE OF OREGON

INTEROFFICE MEMO

Sec. 320

ROAD DESIGN SECTION

TO: D. D. Allen D. E. Beecroft
C. T. Keasey Jim Wilson

DATE: December ~~17~~ 21, 1981

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Surfacing Design
Bombing Range Road-Butter Creek

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 22 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

A recent letter from Pat Schwartz contains the following statement concerning cold-mix emulsion pavements.

> "There is no question in my mind that hot-mix asphalt paving is far superior to cold-mix emulsion paving, especially after our recent experience with the Elgin-Minam River Road project. Cold-mix cannot be feathered, cannot be raked, makes very poor joints, rolls like pie dough - the more you roll it the thinner (and rougher) it gets. It is very difficult to deal with under traffic. It splatters cars, flying rocks break windshields, it ruts under traffic, and braking cars tend to tear holes in the mat."

I would appreciate your comments and recommendation on the use of cold-mix emulsion pavements. Should we continue to use them? If so, under what conditions?

JHV:rw

cc: L. E. Hardt
C. O. Fredrickson
W. E. Schwartz
Alfred Shirley, Jr.
John Scofield

ROSEBURG REGION
RECEIVED
1981

12-21-81
Frank Morrison / - Pls favor us with your reccommendations as a result of your experience
cc J.H. Versteeg ✓

Contains Recycled Materials

9320

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

December 9, 1981

NOTED
H.S. COULTER

CON 5 #9230

Linnco Electric Company
P.O. Box 925
Albany, OR 97321

Re: Request for Contract Time Extension
Santiam Hwy. @ Clay St. (Albany)
Contract No. 9230

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 55 calendar days is granted due to the controller changes made under price agreement.

There remains 29 calendar days of liquidated damages assessed under this contract. Should you desire to submit additional data or to further review this matter, please contact Project Manager Karnosh.

Sincerely,

C. T. Keasey

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
C. O. Fredrickson "
Ken Karnosh "
Robert Church

RECEIVED
STATE HWY ENGR
DEC 10 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

22-8[illegible]4

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

DATE: November 23, 1981

FROM: Gerald Wimer
REGION CONSTRUCTION ENGINEER

RECEIVED
NOV 24 1981
CONSTRUCTION BRANCH

ASHE
CAE
FOE
QCE
SCS
EEO
OM
CA
LE
TC
FE
CP

SUBJECT: Time Extension Request
Clay Street Signal
South Santiam Highway
Contract 9230

Linnco Electric Co. by the attached formal request and October 29 letter and its attachments together with the surety's consent requests an 84 calendar day (cd) extension to the authorized 180 cd for the subject project. However, their analysis justifies only 75 cd.

Resident Engineer Ken Karnosh considers in his attached November 18 analysis that the contractor did not have the poles and controller cabinet in place until July 31 or 23 days after the specified July 8 completion and therefore the State was deprived of the opportunity to furnish its own controller and operate the signals. He, therefore, recommends assessment of those 23 days together with three days the contractor should have worked but didn't.

This office takes a slightly different tact and recommends granting the 55 cd between June 5 when apparently Bill Zirbes ordered a modification to the controller that was about to be shipped for testing and July 30, when the actually revised controller was shipped. Granting these 55 cd leaves 29 days chargeable to the contractor which approximates Mr. Karnosh's analysis. He concurs with this re-analysis based upon the fact that the change we instituted by price agreement should have had little or no effect upon the contractor requiring three environmental tests before the controller was found acceptable for use upon the State Highway system. This results in a liquidated damage assessment of $1,885 which is quite high for such a small project, but I don't believe it appropriate or justifiable to do otherwise.

GW/rgb
cc: Ken Karnosh

12-8-81

CTK —

I concur with Region and recommend granting a time extension of 55 c.D. due to extra work.

93 20

2.

STATE OF OREGON

INTEROFFICE MEMO

12-10-81
[illegible]

TO: J. H. Versteeg
Road Design Engineer

DATE: December 7, 1981

SUBJECT: Surfacing Design
Bombing Range Road-Butter Creek Road

2 comparisons:
is 3½" AC equal to 4" emulsion?
cost of AC about $240,000
cost of emulsion about $194,000
Why is emulsion cheaper than asphalt?
Why fewer tons of liquid when liquid is only 2/3 glue?

Second comparasion:
is 9" CTB on 17" base better buy?
cost of CTB about $440,000--cost of aggregate base about $392,000

This office does not agree with your cost analysis of the various surfacing design alternatives for the subject project. We believe the actual difference between alternates 1 and 3 is more nearly $17,700 than the $44,000 your analysis shows.

The C.B.E. ratio for cement treated base is 1.8. Nine inches of CTB is the equivalent of 16.2 inches of crushed aggregate. Using 16¼ inches of crushed aggregate instead of the 17 inches used by your office for alternate 3 results in a saving of 10,427.

Using 3½ inches of "B" mix A.C., as was done in alternate 2, instead of 4 inches, as was done in alternate 3, reduces the cost for "B" mix by $15,587.

Using the above corrections to make a more accurate comparison brings the difference between alternates 1 and 3 to $17,684; not $44,000.

Further your analysis of fuel savings only considers the fuel consumed by our contractor to do the work of the contract. Any realistic energy saving comparison should also consider the energy consumed in producing 1,135 tons of cement. I have no way of knowing what this is but suspect that it would reduce the fuel consumption differential considerably.

There is no question in my mind that hot-mix asphalt paving is far superior to cold-mix emulsion paving, especially after our recent experience with the Elgin-Minam River Road project. Cold-mix cannot be feathered, cannot be raked, makes very poor joints, rolls like pie dough - the more you roll it the thinner (and rougher) it gets. It is very difficult to deal with under traffic. It splatters cars, flying rocks break windshields, it ruts under traffic, and braking cars tend to tear holes in the mat.

I do not believe that such a small cost differential warrants the use of an obviously inferior product. The project under consideration is surrounded by nearly 20 miles of new class "B" A.C., I see no reason to change to cold mix emulsion for this project.

Does aggregate base include shoulder rods?
HSC

W. E. Schwartz
Region Engineer

RECEIVED
STATE HWY ENGR
DEC 9 '81
~~REFER TO~~
FOR
Info Inves R/D D R Sign Act File

R

WES/vt
cc: H. S. Coulter w/enc.
E. S. Hunter w/enc.
Bobby Johnson w/end.

125- 1970

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION

DATE: December 1, 1981

TO: W. E. Schwartz
Region 5 Engineer

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Bombing Range Road-Butter Creek Section
Lexington-Echo Highway
Morrow County

☒ RE ☐ RCE ☐ RME ☒ ROE
☐ RFA DEC 04 1981 ☐
RECEIVED
REGION 5 OFFICE

As per your request, we have studied three alternate base designs for this project. The alternates and estimates follow:

Alternate 1 - 9" of cement treated base and 4" of emulsified asphalt pavement - $846,000

Alternate 2 - 9" of cement treated base and 3 1/2" of asphaltic concrete (B mix) - $907,000 16.2

Alternate 3 - 17" aggragate base and 4" of asphalt concrete pavement (B mix) - $890,000

We estimate it would take 38,000 gallons of fuel to construct Alternate No. 1 and 91,000 gallons of fuel to heat and construct Alternate No. 3.

Based on a $44,000 cost savings and a 53,000 gallon fuel savings, we would have to recommend Alternate No. 1 over Alternate No. 3 with the hot mix asphalt concrete pavement. If you can come up with justification with why the cold mix Alternate No. 1 is not suitable, we would gladly reconsider.

Attached are copies of the three estimates for your review.

JHV:rw

Attachments

Contains
Recycled
Materials

GON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

4 "A.C., 17" Aggr. Base

Sheet 1 of 3 Sheets

11-9-81

Section Bombing Rg. Rd. - Butter Cr.
Highway Lexington - Echo County Morrow Prefix 125-1970-905
Length 15,950 Miles 3.02 Designer Piete Date 11-5-81
Title
Signed

Grading & Drainage (Extra for wider subgrade)	$ 8,650.00
Surfacing	$ 659,402.00
Extra Work	
	$
	$
	$
	$
	$
	$
	$
	$
	$
	$
TOTAL EXTRA WORK	$ No Change
TOTAL	$ 668,052.00
+20 % Engineering and Contingencies & Mobil & TP&D 11%	$ 221,793.26
Structures	
	$
	$
	$
	$
TOTAL STRUCTURES	$ No Change
Right of Way	$ No Change
TOTAL ESTIMATED COST	$ 887,845.26

OREGON STATE HIGHWAY DIVISION

4" A.C., 17" Aggr Base SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3 4

Date 11-5-81

Section Bombing Rg. Rd. - Butter Cr.

County Morrow

Kind Of Work Grading, Paving, Structure

Length 15,950

Name Piete

Prelim Pr. 11-9-81

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Asphalt Concrete Mixture	4"	Ton	11,224	11.00	123,464.00
	Liquid Asph. In Mix		Ton	730	204.00	148,920.00
	Liquid Asph. In Tack		Ton	7	250.00	1,750.00
	Emulsified Asph. Conc. Mix	4"	Ton	—		
	Emuls. Asph. In Mix			—		
	Aggregate Base	17"	Ton	59,085	6.00	354,510.00
	Watering		M-Gal	1000	10.00	10,000.00
	Aggr. In Prime Coat		Ton	375	10.00	3,750.00
	Asph. In Prime Coat		Ton	68	250.00	17,000.00
	Additional General Excavation		C.Y.	1,772	2.50	4,430.00
	Plant Mix Cement Treated Base	9"	Ton	—		
	Cement In Treated Base		Ton	—		
	Asph. In Seal		Ton	—		
	Aggr. Shld. Mat'l		Ton	—		
	Plant Mix C.T.B w/52% Salv. Aggr.	11"	Ton	—		
	Credit Eliminating Virgin Aggr		Ton	—		
	Debit Breakup 2½" A.C & 4½" Aggr		Sq. Yd.	—		
	Debit Load & Stockpile Salv. Aggr		C.Y.	—		
	Debit Haul To Stockpile		Yd-Mile	—		
	C.T.B. In Place (Virgin Aggr.)	9"	Sq. Yd	—		
	C.T.B. In Pl. (Salv. Aggr.)	11"	Sq. Yd.	—		
	Aggr. In C.T.B. (Virgin)		Ton	—		
	Aggr. In C.T.B. (Salvaged)		Ton	—		

11

OREGON STATE HIGHWAY DIVISION
SU ARY--BID SCHEDULE--COST ESTIMAT

Sheet 3 of 3
Date 11-10-81

Section Bombing Rg. Rd. - Butter Cr.
County Morrow
Kind Of Work Grading, Paving, & str.
Length 15,590
Name Piete

No	Item	Code	Unit	Quant.	Unit Cost	Total
	18" Culv. Pipe		Lin Ft	12	15.00	180.00
	24" Culv. Pipe		Lin Ft	8	30.00	240.00
	36" Culv. Pipe		Lin Ft	4	25.00	100.00
	112" X 75" Arch		Lin Ft	20	150	3,000.00
	Trench Exc		C.Y.	30	15	450.00
	Bedding Material		C.Y.	10	25	250.00
						4,220.00

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

3½" A.C. & 9" PM C.T.B.

Sheet 1 of 2 Sheets

Section Bombing Rg Rd. - Butter Cr.
Highway Lexington - Echo County Morrow Prefix 125-1970
Length 15.950 Miles 3.02 Designer Piete Date 11-30-81
Signed ______ Title ______

Grading & Drainage	$ No Change
Surfacing	$ 680,724^{00}
Extra Work	
TOTAL EXTRA WORK	$ No Change
TOTAL	$ 680,724^{00}
+ 20% Engineering and Contingencies & Mobil & TP & O 11%	$ 226,000^{37}
Structures	
TOTAL STRUCTURES	$ No Change
Right of Way	$
TOTAL ESTIMATED COST	$ 906,724^{37}

OREGON STATE HIGHWAY DIVISION

3½" A.C., 9" P.M. C.T.B. SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2 11

Date 11-30-81

Section Bombing Rg Rd. - Butter Cr.

County Morrow

Kind Of Work Grading, Paving, Str.

Length 15,950

Name Piete

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Asphalt Concrete Mixture	3½"	Ton	9,807	11.00	107,877.00
	Liquid Asph. In Mix		Ton	637	204.00	129,948.00
	Liquid Asph. In Tack		Ton	7	250.00	1,750.00
	Watering		M-Gal	93	15.00	1,395.00
	Plant Mix C.T.B.	9"	Ton	25,926	9.00	233,334.00
	Cement In C.T.B.		Ton	1,425	96.00	136,800.00
	Asphalt In Seal		Ton	125	250.00	31,250.00
	Aggr. Shld Mat'l		Ton	5,480	7.00	38,360.00

GON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

4" E.T.W.C. & 9" P.M. C.T.B.

Sheet 1 of 2 Sheets

Section Bombing Rg. Rd. - Butter Cr.
Highway Lexington - Echo
County Morrow
Prefix 125-1970-905
Date 11-5-81
Length 15,950
Miles 3.02
Designer Piete
Signed
Title

Grading & Drainage	$ No Change
Surfacing	$ 635,246.00
Extra Work	
	$
	$
	$
	$
	$
	$
	$
	$
	$
	$
TOTAL EXTRA WORK	$ No Change
TOTAL	$ 635,246.00
+20% Engineering and Contingencies & Mobil & T.P. & D 11%	$ 210,901.67
Structures	
	$
	$
	$
	$
TOTAL STRUCTURES	$ No Change
Right of Way	$ No Change
TOTAL ESTIMATED COST	$ 846,147.67

OREGON-STATE HIGHWAY DIVISION

SU RY--BID SCHEDULE--COST ESTIMAT

Sheet 2 of 2 4

Date 11-5-81

4" E.T.W.C. & 9" P.M.C.T.B.

Section Bombing Rg. Rd. - Butter Cr.

County Morrow

Kind Of Work Grading, Paving, Structure

Length 15,950

Name Piete

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Asphalt Concrete Mixture	3½"	Ton	—		
	Liquid Asph. In Mix		Ton	—		
	Liquid Asph. In Tack		Ton	—		
	Emulsified Asph. Conc. Mix	4"	Ton	8,979	9^{00}	80,811^{00}
	Emuls. Asph. In Mix			584	194^{00}	113,296^{00}
	Aggregate Base	17"	Ton	—		
	Watering		M-Gal	93	15^{00}	1,395^{00}
	Aggr. In Prime Coat		Ton	—		
	Asph. In Prime Coat		Ton	—		
	Additional General Excavation		C.Y.	—		
	Plant Mix Cement Treated Base	9"	Ton	25,926	9^{00}	233,334^{00}
	Cement In Treated Base		Ton	1,425	96^{00}	136,800^{00}
	Asph. In Seal		Ton	125	250^{00}	31,250^{00}
	Aggr. Shld. Mat'l		Ton	5,480	7^{00}	38,360^{00}
	Plant Mix C.T.B w/52% Salv. Aggr.	11"	Ton	—		
	Credit Eliminating Virgin Aggr		Ton	—		
	Debit Breakup 2½" A.C & 4½" Aggr		Sq. Yd.	—		
	Debit Load & Stockpile Salv. Aggr		C.Y.	—		
	Debit Haul To Stockpile		Yd-Mile	—		
	C.T.B. In Place (Virgin Aggr.)	9"	Sq. Yd	—		
	C.T.B. In Pl. (Salv. Aggr.)	11"	Sq. Yd.	—		
	Aggr. In C.T.B. (Virgin)		Ton	—		
	Aggr. In C.T.B. (Salvaged)		Ton	—		

Hot [illegible]

SPECIFICATIONS UNIT
PROJECT FUEL ESTIMATE (FORM B)

Section [illegible] Rd - Butler Creek
Highway Lexington - Echo

County Morrow
Date: 11-27-81

By [illegible]

(1) Bid Item No.	(2) Bid Item	(3) Estimated Quantity	Fuel Usage Factor			(7) Init. Est. Fuel In Gal. [3x6]	(8) Final Quantity	(9) Final Est. Fuel In Gal. [8x6]	(10) Total Increase or Decrease [(9-7)÷7]
			(4) From Table (Comb.)	(5) Project Factor*	(6) Adjusted Factor				
	Class C Mix	11,200 T	3.41	–		38,200			
	Agg Base	59,000 T	0.88	–		51,900			
	Add. Gravel etc.	1800 C.Y.	0.44	–		800			
					TOTAL	90,900	TOTAL		( ) %

*The project factor (determined by the estimator) is used to modify factors from the table for special job conditions such as: long hauls, altitude, stop-and-go hauls, drying highly absorptive aggregate, etc.

[illegible]

Emulsified Asph.

SPECIFICATIONS UNIT
PROJECT FUEL ESTIMATE (FORM B)

Section Bombing Range Rd - Butter Cr
Highway Lexington - Echo

County Morrow
Date: 11-27-81
By [illegible]

(1) Bid Item No.	(2) Bid Item	(3) Estimated Quantity	Fuel Usage Factor			(7) Init.Est. Fuel In Gal.[3x6]	(8) Final Quantity	(9) Final Est. Fuel In Gal.[8x6]	(10) Total Increase or Decrease [(9-7)÷7]
			(4) From Table(Comb.)	(5) Project Factor*	(6) Adjusted Factor				
	Emuls Asph mix	9,000 T.	1.36			12 300			
	CTB	26,000 T	.48 .88 1.36			35400			
					TOTAL	37,7	TOTAL		( ) %

gallons [illegible]

*The project factor (determined by the estimator) is used to modify factors from the table for special job conditions such as: long hauls, altitude, stop-and-go hauls, drying highly absorptive aggregate, etc.

9320

FINAL

No. 13

2

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bombing Range Rd.- Butter Creek (Unit 1)

WEEK ENDING: Nov. 7, 1981

SECTION PREFIX: 125-1071

HIGHWAY: Lexington - Echo

COUNTY: Morrow

NAME OF JOB: Bombing Range Rd.-Butter Cr(Unit 1)

KIND OF WORK: Treated Base and Paving

CONTRACTOR: Babler Bros., Inc.

CONTRACT NUMBER: 9320

FEDERAL AID PROJECT NUMBER: F-76(4)

DATE OF CONTRACT: July 2, 1981

DATE WORK STARTED: Aug. 11, 1981

ESTIMATED COMPLETION DATE: Nov. 3, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 375

CALENDAR DAYS USED 111

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 30%

PROJECT AUTHORIZATION: $ 1,467,510.75

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

EXCLUSIVE OF ENGINEERING: $ 1,363,154.43

ENGINEERING AUTHORIZATION $ 104,356.32

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,363,154.43

ENGINEERING COST TO DATE $ 58,751.02

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 93%

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 56 %

DATE PROJECT WAS COMPLETED: Nov. 3, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	100%		100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		6.6			6.6
MILES PARTIALLY COMPLETED		6.6			6.6
MILES COMPLETED		6.6			6.6
TOTAL ESTIMATED QUANTITIES (CONTRACT)		109,200 SY			23,300 Ton
TOTAL QUANTITIES CORRECTED TO DATE		109,200 SY			23,500 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		109,200 SY			23,500 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 dozer, 1 loader

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1		1		
MONDAY 2	Fair	1		
TUESDAY 3	Fair	1		
WEDNESDAY 4	Fair	0		Second notification sent in 11-3-81
THURSDAY 5	Fair	0		
FRIDAY 6	Fair	0		
SATURDAY 7		0		

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CONSTRUCTION BRANCH
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1	No Activity
MONDAY 2	No Activity
TUESDAY 3	Contractor moved boulders from State stockpile area back to quarry.
WEDNESDAY 4	No Activity
THURSDAY 5	No Activity
FRIDAY 6	No Activity
SATURDAY 7	No Activity

REMARKS

Contractor moved boulders placed on State stockpile area back into quarry site

Second Notification submitted for November 3, 1981.

SIGNED Bobby D. Johnson LOCATION Pendleton
Bobby D. Johnson, Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1320 320

ROAD DESIGN SECTION 378-6558 ROW 3-1

September 22, 1981

J. B. Boyd, Manager
Right of Way Section

J. H. Versteeg
Road Design Engineer

Files 52339 through 52345
Bombing Range Road-Butter Creek Road Section
Lexington-Echo Highway
Morrow County

Attached are descriptions (7 files), an authorization and right of way prints required for the subject project scheduled for March 25, 1982.

By: **ORIGINAL SIGNED BY W. H. WAKERLIG**

W. H. Wakerlig
R/W Descriptions Engineer

WHW:rlr
Attachments

___Versteeg___
___Anderson___
___Christensen___ W
___Olson___
___Sullivan___
___Terpin___
___Trout___
___Wakerlig___

RECEIVED
SEP 24 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To___
Bring Up ___/___/___
Action___

4320

STATE COPY

cy: OSHD (H S Coulter) 9 8 81

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Morrow	DIVISION Oregon
DATE OF INSPECTION 9-8-81	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. F-76(4)

IN COMPANY WITH
R. Johnson, Resident Engineer, OSHD

LOCATION Beginning approximately 10 miles east of the community of Lexington and extending easterly 8.6 miles, including a 2.1 mile no work area.

ay 10-2

RECEIVED
STATE HWY ENGR
OCT 2 '81
REFER TO
Bailey
FOR

CONTRACTOR NAME AND ADDRESS
Babler Brothers, Inc., 620 SE. Lake Road, Milwaukie, Oregon 97222

AWARD DATE 7-2-81	CONTRACT AMOUNT $1,228,454.	TIME ALLOWED 375 calendar days	TIME STARTED 6-16-81	WORK STARTED 8-11-81
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 14	WORK COMPLETED 9	

REMARKS

BOMBING RANGE RD.-BUTTER CREEK (UNIT NO. 1)
LEXINGTON-ECHO HIGHWAY
Treated Base and Paving

This project provides for the scarification and cement treatment of the existing roadway and paving the improved section with asphaltic concrete hot mix. The project has a 2.1 no work section between Station 714+00 and Station 826+00. This section is scheduled for construction at a later date.

At the time of this inspection the contractor was cement treating the roadway near the easterly end of the east segment of the project. The cement treatment work is progressing in a satisfactory manner. The amount of cement to be spread per unit has been determined using the unit weight of the material to be mixed. The depth of treatment is being checked using a color changing chemical (phenolphthalein) which turns purple in the presence of cement. The cement is being mixed on half the road at a time using a pass on each side of the panel and one pass through the middle. Water is being applied through the mixer. The Reisdent Engineer will make further checks to insure that the water is being uniformly added during the mixing process. The mixed material is being kept wet, shaped, rolled and sealed in a timely basis.

(continued)

Form FHWA-1446 (12-73) Formerly PR-33 A   Previous Editions of PR-33A will Not Be Used.

Initial Report (cont.)
F-76(4)

Aggregates for the project are being obtained from the Sand Hollow quarry which is located adjacent to the project.

Project construction signs are in place. Traffic was being directed through the work area using a pilot car.

9320

STATE COPY

TO BE COMPLETED BY FHWA 8-120	**U.S. DEPARTMENT OF TRANSPORTATIO** **FEDERAL HIGHWAY ADMINISTRATION** **FEDERAL-AID PROJECT AGREEMENT** 8-19-81	STATE Oregon COUNTY Morrow PROJECT NO. F-76(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Bombing Range Rd.-Butter Cr. (Unit #1)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-3-81	8.636

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 1,466,727.00	FEDERAL FUNDS $ 1,293,360.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Highway Engineer
(Title)
XXX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator AUG 19

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon August 12, 1981

Federal Aid Project
No. F-76(4)

Bombing Range Rd.-Buttner Cr. Unit #1
Lexington-Echo Highway
Morrow County

PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. 532+00 to Sta. 714+00)(Sta. 826+00 to Sta. 988+00)

Mobilization			All Required	$ 90,000.00
Temporary Protection and Direction of Traffic			All Required	9,000.00
Temporary Signs	733	Sq. Ft.	6.00	4,398.00
Temporary Barricades	10	Each	100.00	1,000.00
Flagmen	900	Hour	21.00	18,900.00
Pilot Car	400	Hour	30.00	12,000.00
Removal of Structures and Obstructions			All Required	1,000.00
Removal of Bridges			All Required	7,500.00
Ditch Excavation	30	Cu. Yd.	10.00	300.00
Embankment in Place	400	Cu. Yd.	5.00	2,000.00
Toe Trench Excavation	25	Cu. Yd.	10.00	250.00
Trench Excavation	412	Cu. Yd.	8.00	3,296.00
Cleanup Ditches	12	Mile	500.00	6,000.00
Watering	110	M-Gal.	10.00	1,100.00
Aggregate Shoulders	6,600	Ton	5.00	33,000.00
Cement Treated Base	109,200	Sq. Yd.	1.00	109,200.00
Cement for Treated Base	3,520	Ton	79.00	278,080.00
Aggregate for Treated Base	24,900	Ton	3.50	87,150.00
Asphalt in Chip Seal	118	Ton	225.00	26,550.00
Aggregate in Chip Seal	660	Cu. Yd.	15.00	9,900.00
Class "B" Asphalt Concrete Mixture	23,300	Ton	10.00	233,000.00
Asphalt Cement in Mixture	1,340	Ton	191.00	255,940.00
Asphalt in Tack Coat	32	Ton	225.00	7,200.00
18-inch Culvert Pipe	320	Lin. Ft.	11.00	3,520.00
24-inch Culvert Pipe	8	Lin. Ft.	15.00	120.00
36-inch Culvert Pipe	130	Lin. Ft.	25.00	3,250.00
36-inch Arch Type Pipe	50	Lin. Ft.	30.00	1,500.00
84-inch Arch Type Pipe	70	Lin. Ft.	110.00	7,700.00
Guard Rail, Type 2A	450	Lin. Ft.	16.00	7,200.00
Guard Rail Anchors, Type 1	4	Each	400.00	1,600.00
Rail End Pieces, Type C	4	Each	100.00	400.00
Type 1 Fence	100	Lin. Ft.	10.00	1,000.00
Extra for Paving Approaches	9	Each	300.00	2,700.00
Loose Riprap, Class 100	90	Cu. Yd.	330.00	2,700.00
				$1,228,454.00

Anticipated Items

Permanent Pavement Striping	All Required	3,800.00
Temporary Pavement Striping	All Required	1,300.00
Temporary Erosion Control	All Required	100.00
Roadside Seeding & Mulching	All Required	500.00
Asphalt Cement Adjustment	All Required	68,000.00
On-the-job Trainees	All Required	1,600.00
		$ 75,300.00
	SUBTOTAL	$1,303,754.00
	Engineering	162,969.00
	TOTAL	$1,466,723.00

Length of Roadway ---------- 6.515 mi.
Cost of Roadway Per Mile ---$225,130.16

Work Retained in Program Status
(not included in amounts below)

Move Field Laboratory	All Required	$ 300.00

Federal Aid (88.18%)--------$1,293,360
State Funds ---------------- 173,367
TOTAL $1,466,727

Group 1-100%
Contract No. 9320
Prefix 125-1970
Prefix 125-1071

Bombing Range Rd.-Butter Cr. Unit #1
(non participating - State work)

Replace Mailboxes	All Required	$	400.00

9320

2.

U. S. DEPARTMENT OF TRANSPORTAT
FEDERAL HIGHWAY ADMINISTRATION

6-3-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-76(~~16~~)(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Morrow

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division, Salem, OR

4. PROGRAM NO.

5. ITEM NO. 10092

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, OR

7. DATE AUTHORIZATION EFFECTIVE 6-3-81

8. FEDERAL ROUTE NUMBER Primary 76

9. STATE ROUTE NUMBER Secondary 320

10. GENERAL LOCATION:

Bombing Range Road - Butter Creek (Unit 1) Section

11. GENERAL DESCRIPTION OF WORK

Base, drain, H.T. pave (3R)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent and Temp Pave striping	S.F.	$5,100
Temporary Erosion Control		100
Roadside Seeding & Mulching	S.F.	500
On-the-Job trainees		1,600
Asphalt Cement Adjustment		68,000

13. REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 6-1-81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,794,000, Federal funds $1,581,949.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENG
JUN 10 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

14. DATE 6-3-81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9320 5-27-81 2

U. S. DEPARTMENT OF TRANSPOF TION
FEDERAL HIGHWAY ADMINIS ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-76(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Morrow

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10092

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/29/81
8. FEDERAL ROUTE NUMBER Primary 76
9. STATE ROUTE NUMBER Secondary 320

10. GENERAL LOCATION:
Bomber Range Road - Butter Creek Road

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 5/29/81 I approve the revised Preliminary Engineering Costs to a TEC of $76,800 Federal Funds $67,699.

(Increase TEC $32,800 Federal Funds $28,913)

RECEIVED
STATE HWY ENGR
JUN 2'81
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig W 6-2-81

14. DATE 5/29/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9320

2

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 29, 1981

TO: Dale E. Wilken
Division Administrator

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. F-76(3)
Bomber Range Rd.-Butter Cr. Rd. Section
Morrow County

I request authorization obligating the balance of the preliminary engineering as programmed on the subject project which will require an additional amount of $32,800 in total cost and $28,913 in federal funds.

Due to limited obligational authority previous requests were made for partial authorization of the programmed amounts; however, the construction is now scheduled for a June 25, 1981 letting.

CL:bkc

cc: F. Terpin
General Files

Form 734-3122

9326

STATE OF OREGON

INTEROFFICE MEMO

TO: F I L E

DATE: May 27, 1981

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Butter Creek Bridge
Bombing Range Road-Butter Creek Road
Lexington-Echo Highway, M.P. 19.53
Morrow County

____Verstoeg
____Anderson
____Christensen
____Olson
____Sullivan
____Terpin
____Trout
____Wakerlig

RECEIVED
MAY 29 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To____
Bring____/____/____
Action____

The proposed project will replace an existing 35-foot-long, treated-timber structure supported on vertical concrete abutments. The new structure will be placed on a new alignment approximately 15 feet upstream from the existing structure.

HYDROLOGY

Butter Creek is a south-north tributary of the Umatilla River and drains an area of approximately 552 square miles above the bridge site. Fifty years of stream gage records are available from gage number 14-0320 (drainage area - 291 square miles) located approximately eleven miles upstream of the bridge site. The recurrence interval vs. peak discharge relationship was determined using a Log-Pearson Type III statistical analysis of the gage data. The results listed below have been adjusted to reflect the difference in drainage area between the gage and the bridge site.

Recurrence Interval	Peak Discharge
500-year	8,950 cfs
100-year	5,030 cfs
50-year	3,830 cfs
25-year	2,850 cfs
10-year	1,840 cfs
5-year	1,250 cfs

The largest flood of record at the gage site occurred on February 21, 1949 when a peak discharge of 3,800 cfs was recorded. It is estimated that this flood had a peak discharge of 7,200 cfs (285-year recurrence interval) at the bridge site.

The assistant maintenance section foreman recalls water overtopping the roadway east of the bridge on two occasions during his tenure - once during the January 1965 flood and again during the February 1979 flood. During both floods, the water was between eight inches to a foot deep across the roadway. Apparently the person living in the house northwest of the bridge placed a "hay bale" dike parallel to the roadway to divert the overflow to an irrigation ditch east of his house.

Contains
Recycled
Materials
81-125-1387

HYDRAULIC DESIGN

The 50-year flood of 3,830 cfs was chosen as the design flood with an estimated highwater elevation of 998.5 feet.

The existing bridge, which has a gross waterway area of 336 square feet, was analyzed and found to create 1.2 feet of backwater during the 50-year flood resulting in an upstream highwater elevation of 999.7 feet. In order for roadway overflow to occur, the water surface elevation in the creek must reach elevation 1002± which is the elevation of the top of the easterly creek bank (the banks are higher than the adjacent ground). This elevation is reached with a discharge of 5,200 cfs (118-year recurrence interval). It is estimated that the 1965 and 1979 floods had a peak discharge of 5,470 cfs (130-year recurrence interval) with 5,400 cfs conveyed through the bridge opening and 70 cfs flowing over the roadway. It is estimated the existing bridge created 2.5 feet of backwater during these floods resulting in an upstream highwater elevation of 1002.3 feet.

The proposed 32-foot-long, clear-span structure with vertical abutments will keep the status quo if the grade is raised slightly to maintain the existing upstream bottom of beam elevation at 1000.4 feet. Raising the grade east of the structure would allow the highway to act as the dike, diverting the overflow to the irrigation ditch east of the structure. This structure will create the same amount of backwater as the existing structure for any chosen flood.

A structure was also analyzed which would eliminate the overflow during a flood similar to the 1965 flood. This would require a structure with a 36-foot-long, clear-span on vertical abutments. This structure will create 0.6 feet of backwater during the 50-year design resulting in an upstream highwater elevation of 999.1 feet. With a peak discharge of 5,400 cfs (1964 and 1979 floods) this structure would create 1.7 feet of backwater resulting in an upstream highwater elevation of 1001.6 feet. There would be a gross waterway area of 380 square feet with the upstream bottom of beam at elevation 1000.4 feet. With this structure, the roadway overflow is estimated to have a 165-year recurrence interval (5,850 cfs).

If it is desired to use a structure with spillthrough abutments, then the structure should provide the same waterway area as the vertical abutment alternate.

Considering the recurrence interval of the roadway overflow, maintaining the status quo with the 32-foot-long structure would be adequate.

RIPRAP

It is suggested that the toe of the vertical abutments be protected with Class 100 loose riprap. Spillthrough abutments should be protected with a three-foot blanket of Class 700 loose riprap. This protection will require a filter blanket and a toe trench.

DWB:ge
Attachment

cc Frank Terpin w/attachment
Walt Hart "
Jack Davis "
Lyle Watson "
Harry Oswald "
W. E. Schwartz "
Herb Schell, FHWA "

REFERRED TO
____ Beard ____ 1 ~~Stoudenmeyer~~ Henry ____ TH
____ Cole ____ Mann ____
____ Erikson ____ Watson ____
____ Hager ____ Dorn ____ Leu ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

Do plans agree with this recommendation?

- when they are completed they will via Thompson
TH

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	ROADWAY OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR (1949)
Discharge	cfs	3,830	5,030	5,200	7,200
	m^3/s				
Frequency — yrs.		50	100	118	285
H.W. Elevation Natural Channel	ft.	999.7	1001.7	1002.0	—
	m.				
H.W. Elevation Channel Change	ft.	—	—	—	—
	m.				
Average Velocity	fps	12.2±	15.0±	15.5±	—
	mps				
Headwater Elevation	ft.	—	—	—	—
	m.				
Tailwater Elevation	ft.	—	—	—	—
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

32-foot long, clear span structure
Highwater elevations include any backwater created by the structure.

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Butter Creek Bridge
Bombing Range Road-Butter Creek Road
Lexington-Echo Highway, M.P. 19.53
Morrow County

COMPILED BY: Dave Bryson
DATE: May 29, 1981

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	ROADWAY OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR (1949)
Discharge	cfs	3,830	5,030	5,850	7,200
	m^3/s				
Frequency — yrs.		50	100	165	285
H.W. Elevation Natural Channel	ft.	999.1	1000.9	1002.0	—
	m.				
H.W. Elevation Channel Change	ft.	—	—	—	—
	m.				
Average Velocity	fps	11.5±	13.2±	15.4±	—
	mps				
Headwater Elevation	ft.	—	—	—	—
	m.				
Tailwater Elevation	ft.	—	—	—	—
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

36-foot long, clear span structure
Highwater elevations include any backwater created by the structure.

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Butter Creek Bridge
Bombing Range Road-Butter Creek Road
Lexington-Echo Highway, M.P. 19.53
Morrow County

COMPILED BY: Dave Bryson

DATE: May 29, 1981

9320

FORM 81-734-3030

No 320

☐ RE ☐ RCE ☐ RME ☑ ROE

☐ RFA

FILE:

MAY 27 1981

RECEIVED
REGION 5 OFFICE

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Pendleton, Oregon
May 27, 1981

FROM: Bobby D. Johnson
Resident Engineer

TO: R. D. Hector
Region Construction Engineer

SUBJECT: Bombing Range Rd.-Butter Cr. Rd.
Lexington - Echo Hwy.
Morrow County
Quarry Development

As per Vern Moore's request I am submitting herewith one (1) sketch map with a proposed access road to be included with the overall development plan of the subject quarry.

The route is shown in red. This is an existing farm access road and will entail acquiring an easement to pass over the land. Also, the road surface will need to be upgraded to carry loaded trucks.

Bobby D. Johnson
Bobby D. Johnson
Resident Engineer

BDJ:ljc

cc:file
Vern Moore

cy Lyle Watson ✓

We should also acquire easement rights for a haul road as shown in this sketch –

REFERRED TO Henry
Beard Steudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do [✓ File] Copy Due
BY FINAL DESIGN ENGINEER

Inform Wakerlig

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 1 1981
ROAD DESIGN SECTION

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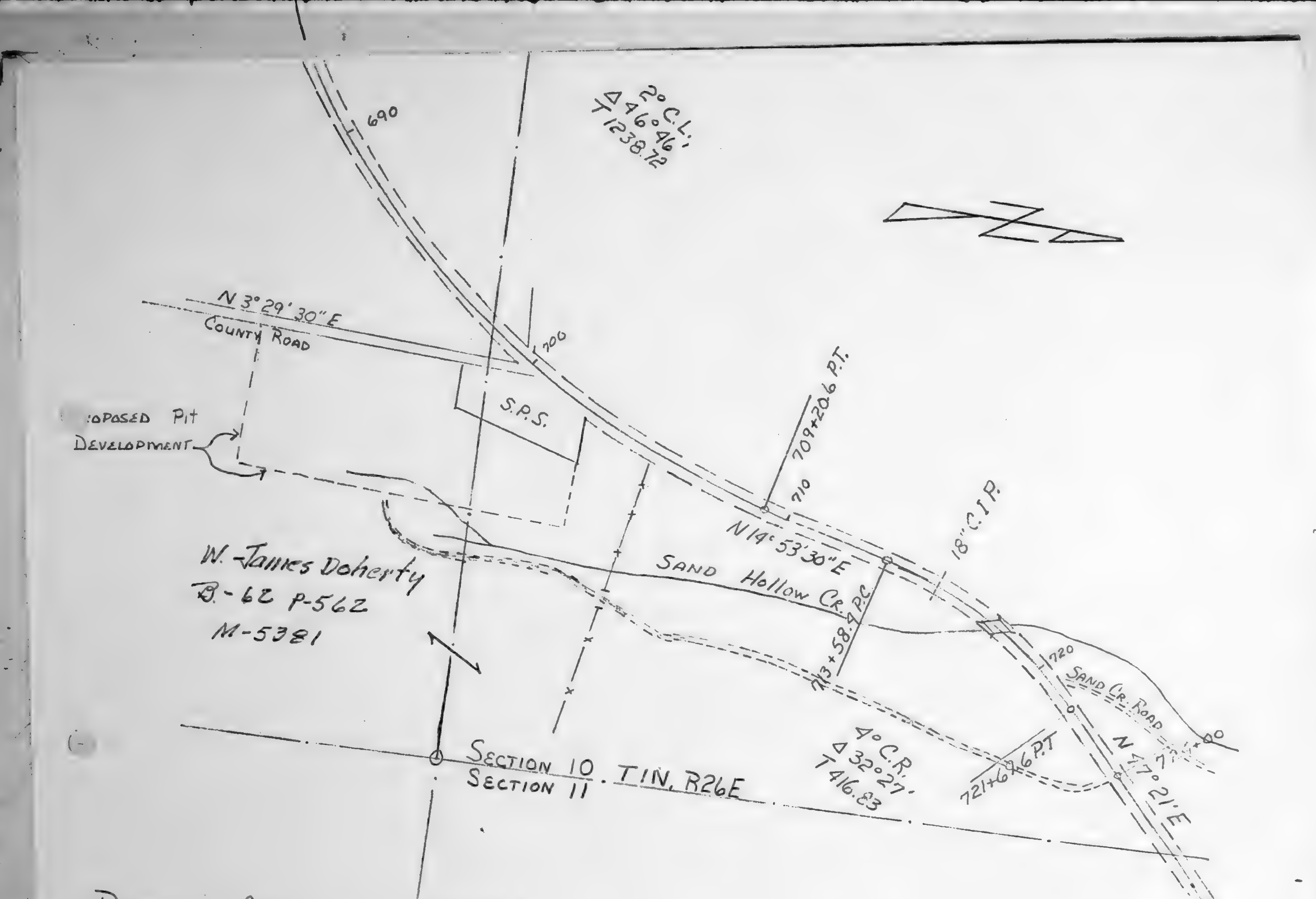

2° C.L.
Δ 46°46'
T 1238.72
690
N 3°29'30" E
County Road
700
S.P.S.
oposed Pit
Development
709+20.6 P.T.
710
N 14°53'30" E
18" C.I.P.
Sand Hollow Cr.
713+58.9 P.C.
W. James Doherty
B-62 P-562
M-5381
720
Sand Cr. Road
4° C.R.
Δ 32°27'
T 416.83
721+66.6 P.T
N 47°21'E
Section 10
Section 11
T1N, R26E

Proposed Access To Pit Area

Bombing Range Rd. - Buttle Cr. Rd.

Lexington - Echo Hwy. Morrow County

Bobby D Johnson, Res. Eng. May, 1981

Scale 1" = 400'

Sec. 320

9320

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/27/81
Donald L. Kraut
John

June 25, 1981 Bid Letting ____________ All Clear Deadline

SECTION Bomber Range Road-Butter Creek Road Unit 1
Highway Lexington-Echo
County Morrow Region 5
Type of Work Overlay-Widen Funds FA
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

Const. Noise ✓

2 EXC

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☒	☐	☐	☒

9320

L

STATE OF OREGON

INTEROFFICE MEMO

LOC 8

TO: FILE

DATE: May 27, 1981

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: East Fork Little Juniper Creek
Bombing Range Rd.-Butter Creek Rd.
Lexington-Echo Highway, M.P. 10.68
Morrow County

ADDENDUM NO. 1

This addendum is a reply to HBR-OR, May 20, 1981, from the Federal Highway Administration. The questions raised in their letter will be answered below:

The existing structure provides an 11.8-foot wide by 4.6-foot high opening which is skewed approximately 13 degrees. This results in a gross waterway opening of 49 square feet normal to the creek.

During the 50-year design flood, there will be approximately 75 feet of highway inundated to a depth of 0.1 feet. The roadway damage expected when overtopping does occur is the washing of the downstream shoulder slopes. If all of the downstream shoulder rock subject to overtopping was washed away, it would amount to approximately five cubic yards of material. With a stream gradient of 1.3±%, the backwater pool will extend approximately 300 feet upstream with a surface area of 1.3± acres. The backwater pool will inundate, for a short period of time, land which is used for agriculture as shown on the attached photographs.

Since it was decided to maintain the existing grade, the largest pipe which could be installed and meet the minimum pipe cover requirements was the 95" x 67" pipe-arch. Also, since the existing bridge was occasionally used as a cattlepass, the new structure should provide at least the same clearance. The 95" x 67" pipe-arch met both of the above criteria.

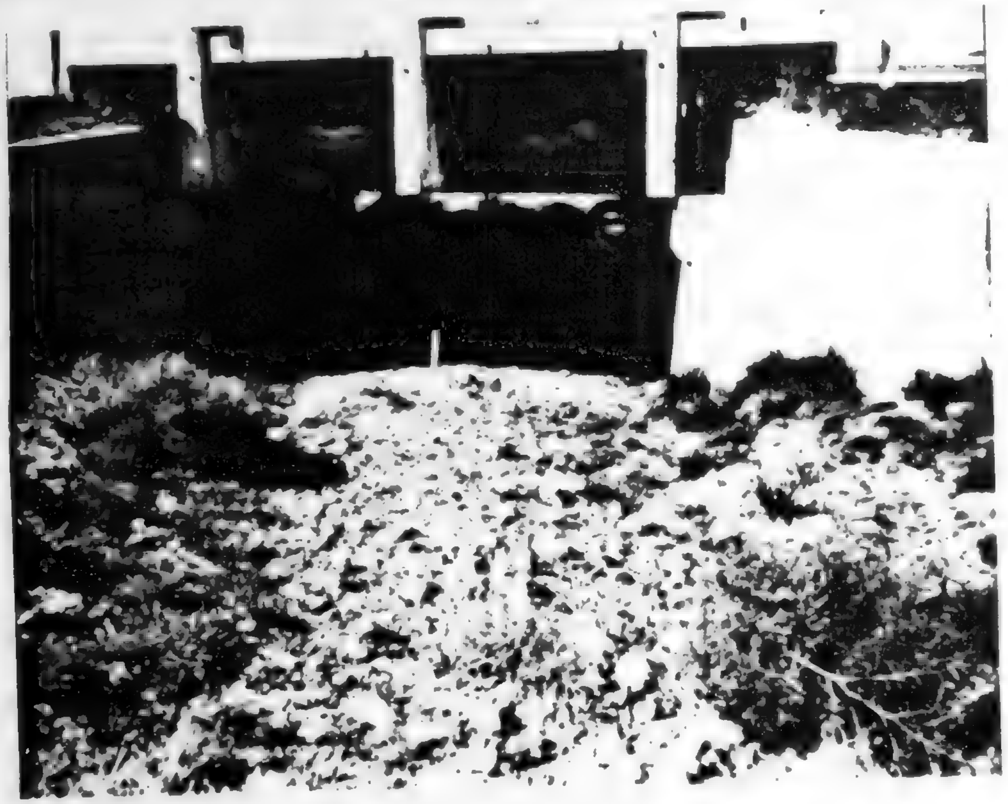
DWB:ge
Attachment

cc H. S. Coulter w/attachment
Frank Terpin "
Walt Hart "
Jack Davis "
Lyle Watson "
W. E. Schwartz "
Harry Oswald "
Herb Schell, FHWA "

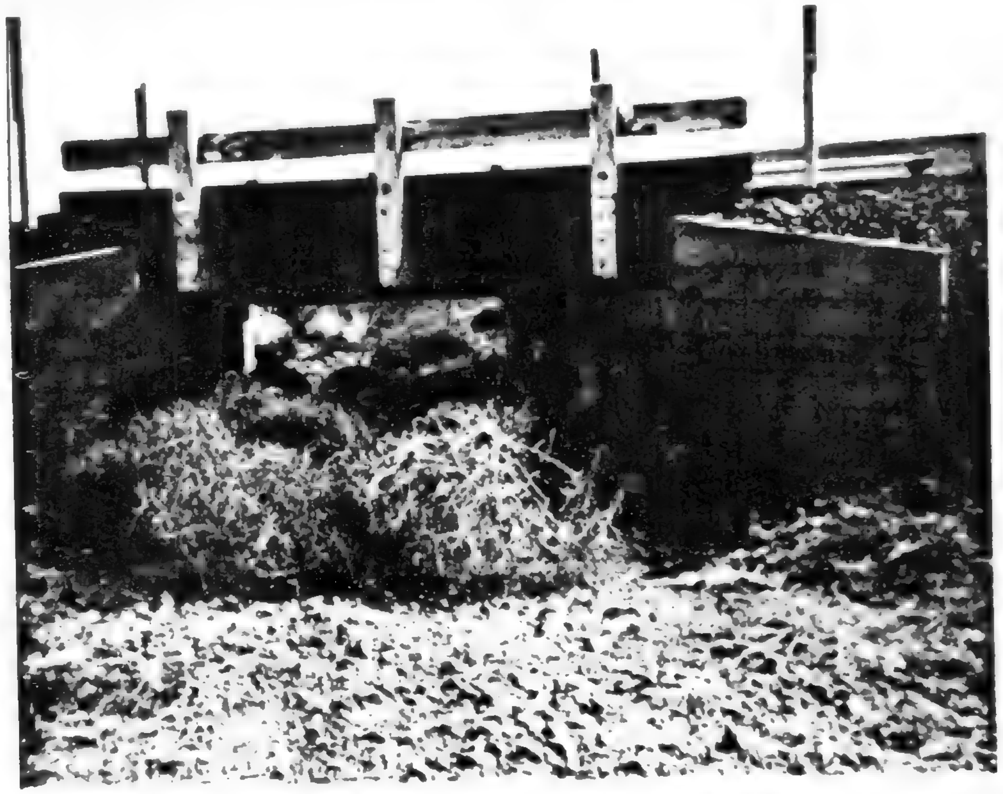
RECEIVED
STATE HWY ENGR
MAY 28 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains
Recycled
Materials
81-125-1387



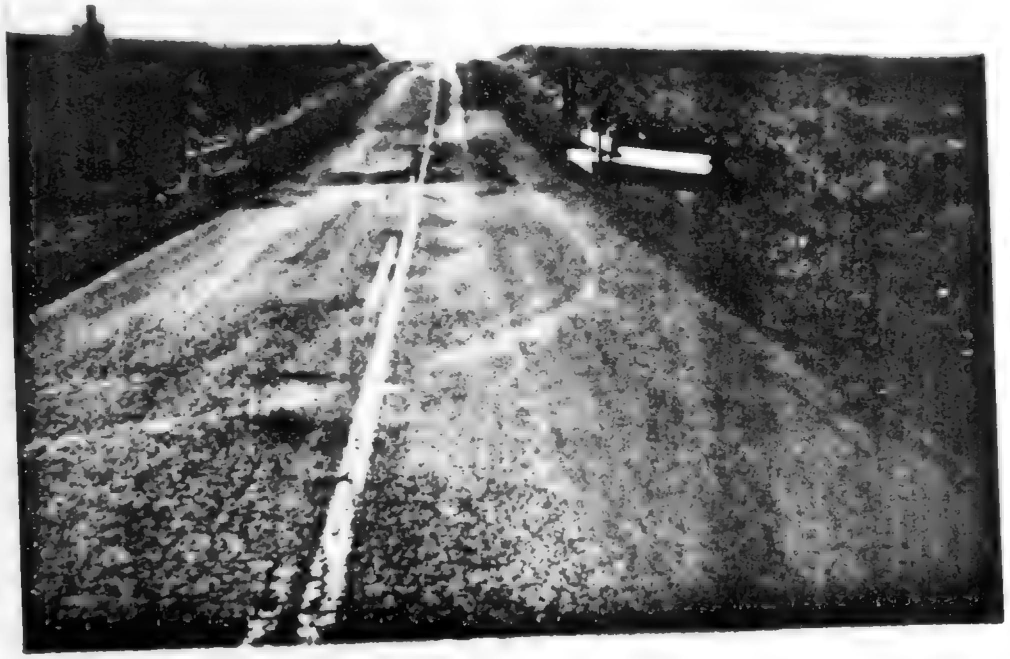
Upstream Structure opening At M.P. 10.7



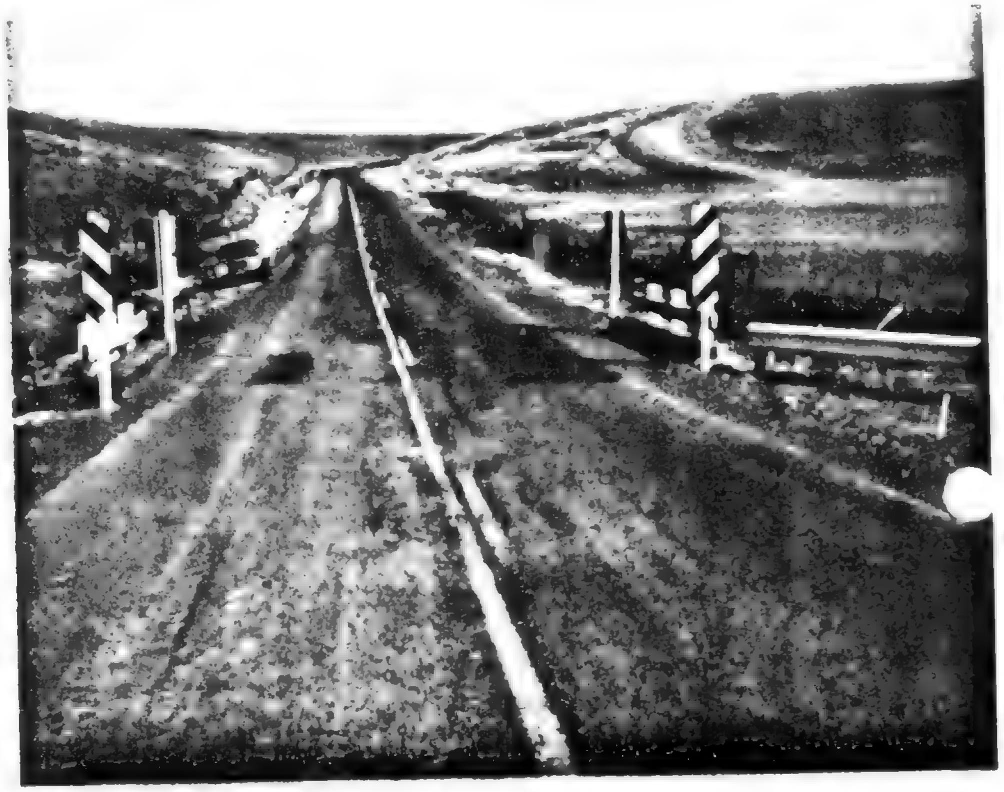
Downstream Structure opening At M.P. 10.7

Looking Upstream from Structure At M.P. 10.7

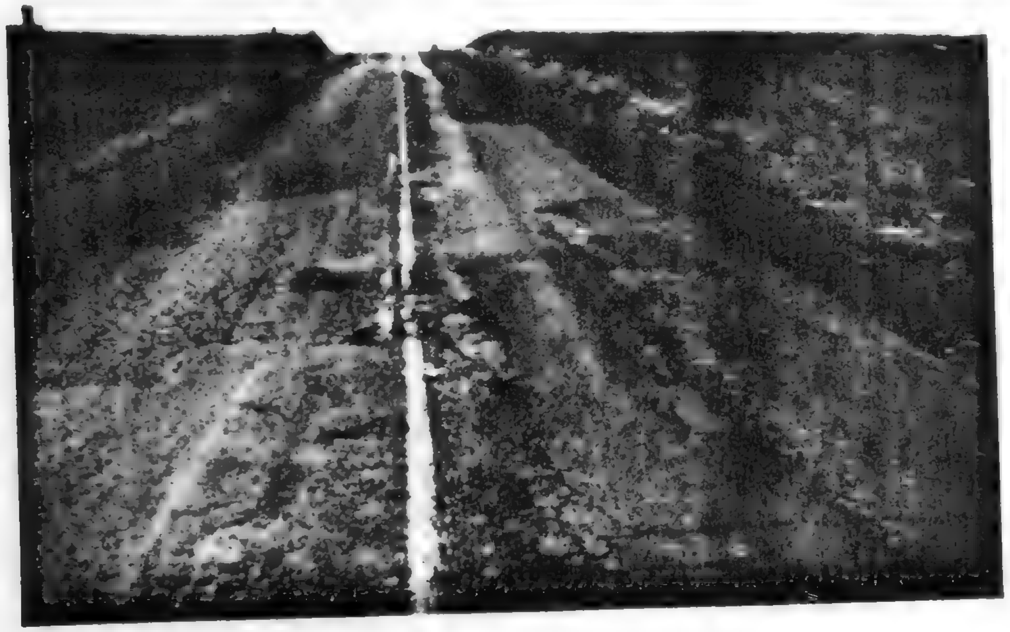
Looking Downstream from Structure At M.P. 10.7



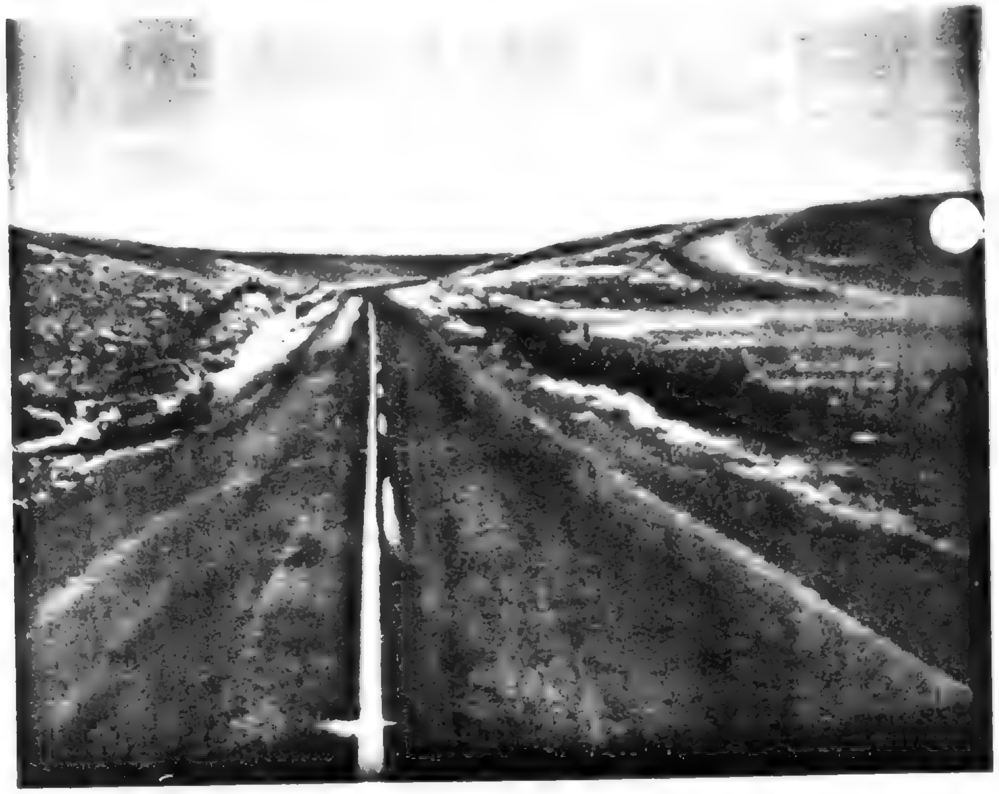
Looking back on Line thru Structure at M.P. 10.7



Looking Ahead on Line thru Structure at M.P. 10.7



Looking back on Line from Structure at M.P. 10.7



Looking ahead on Line from Structure at M.P. 10.7

9320

2.

U.S. Department
of Transportation

Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-76(3)
East Fork Little Juniper Creek
Lexington-Echo Highway
Morrow County

Date: May 20, 1981

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have received the Hydraulic report of East Fork Little Juniper Creek in the Bombing Range Road - Butler Creek Road Section. The report outlines the backwater height but does not describe the total effect on the roadway or surrounding property.

We have several questions: (1) What waterway opening is available on the existing structure? (2) What effect will a 4.1' backwater have on the roadway pavement and fill? (What is cost to replace, etc.?) (3) Have you compared the costs of the different pipe sizes?

These questions seem appropriate in regard to a rational solution. Perhaps a small risk analysis type of analysis would be appropriate in accordance with our FAP manual.

For Dale E. Wilken

cc:
OSHD (W J Hart, Br)
OSHD (R L Lenz, Loc)

MAY 22 '81

REFER TO

FOR

Info	Inve.	R.D.	Draft	Sign	Act	File

9320

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-76(3)
Bombing Range Rd.-Butter Creek Rd. Section
Lexington-Echo Hwy. - Design Exception
Morrow County

Date: May 19, 1981

Reply to Attn. of: HFO.4/5-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed your request for a design exception from AASHTO "Geometric Design Standards for Highways Other Than Freeways, 1969," to provide for a reduced typical section of 28 feet.

We concur in your request.

for E J Walach
Dale E. Wilken

RECEIVED
TECHNICAL SERVICES
MAY 21 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

cc Westey
Schwartz
5-27-81

RECEIVED
STATE HWY ENGR
MAY 20 '81
REFER TO
FOR

ROAD DESIGN SECTION 378-6558

Dale Wilken, Division Administrator
Federal Highway Administration

May 8, 1981

J. H. Versteeg
Road Design Engineer

Bombing Range Road-Butter Creek Road Section
Lexington-Echo Highway
Morrow County

This section of highway consists of 20 foot pavement and 2 foot gravel shoulders. Speed is in the 55 mph range and the ADT is 560.

Our proposal is to construct a 28 foot section basically on the existing alignment consisting of 12 foot lanes and 2 foot paved shoulders. This section can be constructed within the existing right of way.

In June 1979 a project was constructed south of this proposal which had the same 28 foot width that we propose. It appears to be in the public intrest to construct this project which is compatible with existing facilities.

Your concurance is requested.

By: Lyle Watson
Lyle Watson
Acting Final Design Engineer

LW:rlr

cc: E. S. Hunter
F. E. Terpin
L. E. George
W. E. Schwartz
Norm Henry

9320

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16-1

TO: MEMO TO THE FILE

DATE: May 8, 1981

FROM: Lyle K. Watson
Acting Final Design Engineer

SUBJECT: Bombing Range Road-Butter Creek Road,
Unit I and Unit II
Lexington-Echo Highway
Morrow County

Unit I will be a 6.5-mile project, costing $2,080,000 and advertised for a June 25, 1981 bid opening. This unit will consist of two sections: Station 532+00 (M.P. 9.9) to Station 714+00 (M.P. 13.4) and Station 826+00 (M.P. 15.5) to Station 988+00 (M.P. 18.6).

Unit II will be a 3.3-mile project, costing $1,543,000, to be contracted in February 1982. This unit will consist of two sections: Station 714+00 (M.P. 13.4) to Station 826+00 (M.P. 15.5) and Station 988+00 (M.P. 18.6) to Station 1035 (M.P. 19.7)

LKW:ja

cc J. B. Boyd
W. J. Hart
D. H. Moehring
W. E. Schwartz
H. Wakerlig
D. Stoudenmeyer

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 1981
ROAD DESIGN SECTION

Do Not File ☐
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9320

GENERAL FILES

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-23-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	F-76(3)
2. STATE PROJECT NO.	See below
2A. COUNTY NAME	Morrow
3. FROM	Dale E. Wilken, Division Administrator FHWA - Oregon Division
4. PROGRAM NO.	
5. ITEM NO.	10092

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4/23/81	Primary 76	Secondary 320

10. GENERAL LOCATION:

Bomber

Bombing Range Road - Butter Creek Road

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 4/20/81 I approve the revised preliminary engineering costs to a TEC of $44,000 Federal Funds $38,786.

(Increase TEC $20,000 Federal Funds $17,630)

RECEIVED
STATE HWY ENG.
APR 24 '81
REFER TO
[illegible]
FOR
Info

Orig to [illegible]

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/23/81	G. K. Hossner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9320

1-6-81

2.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -76(3)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

COUNTY NAME Morrow

ITEM NO. 10092

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '81
REFER TO Mac [illegible]
FOR

1-13
orig. [illegible]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 1/6/81	FEDERAL ROUTE NUMBER Primary 76 STATE ROUTE NUMBER Secondary 320

GENERAL LOCATION:

Bomber Range Road - Butter Creek Road

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage
TEC $24,000 F.F. $21,156
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 12/9/80.

DATE 1/6/81	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-058

9320

2.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H.S. COULTER

APPLICANT: OR DOT, Highway Div.

PROJECT TITLE: Bomber Range Rd. - Butter Creek Rd.

DATE: December 2, 1980

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified [illegible]

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR.
DEC 3 -

ATTACHMENT:

cc: G.L. GREEN
H.S. COULTER ✓
F.E. TERPIN
J.B. BOYD
J.H. VERSTEEG
GARY POTTER
W.J. HART
AERONAUTICS DIVISION
B.L. GIFFORD
REG.(5)ENGR.: W.E. SCHWARTZ
DIS.(12)ENGR.: H.W. OSWALD

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8011 2 160

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

BEN GIFFORD
A-95 sent 11-3-80

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

NOV 07 1980

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
NOV 5 1980
DIVISION OF STATE LANDS

P N R S STATE REVIEW

Project #: 801-2 160 Due Date: NOV 28 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

----

print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By E.H.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

NOV 28 1980

P N R S STATE REVIEW

Project #: 8011 2 160 Due Date: NOV 28 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency Fish & Wildlife By James A. Newton
Environmental Mgmt Section II

PNRS 8011-2-160

The Oregon Department of Fish and Wildlife has no objection to the Bomber Range Road-Butter Creek Road Project in Morrow County. However, if a new bridge is constructed on Butter Creek this segment of the project should be closely coordinated with Jim Phelps, district fish biologist, during planning and implementation. Mr. Phelps can be contacted at Route 1 Box 18, Pendleton, Oregon 97801, telephone number 276-2344.

We appreciate the opportunity to review and comment on this project proposal.

cc: Jim Phelps

9320 Form FHWA 121 (1/80) 2

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Project Category Request
Oregon Project F-76(-)
Bomber Range Rd.-Butter Creek Rd.
Lexington-Echo Hwy., Morrow County

Date: November 25, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your October 28, 1980, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

G. L. Green

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer

cc:
OSHD (E S Hunter, Tech Svcs)
✓ OSHD (Reg V, Env)

RECEIVED
TECHNICAL SERVICES
NOV 26 '80
REFER TO
FOR
Info | Invest. | K/B | U/K | Sign | Act

1330

(#2)

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

November 3, 1980

TO
Executive Department
Federal Aid Coordination Unit

East Central Oregon Association of Counties
ATTN Melinda Barnhart
P.O. Box 1207
Pendleton, Oregon 97801

FROM
D. E. Swan
Operation Programming Engineer

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 12
Section: Bomber Range Rd.-Butter Creek Rd.
Highway: Lexington-Echo Hwy. OR-207
County: Morrow

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 1, 1980.

BLG:dmc
Attachments

cc:	G. L. Green, FHWA	W. J. Hart
	H. S. Coulter ✓	Reg. 5 Engr: W.E. Schwartz
	F. E. Terpin	Dis. 12 Engr: H.W. Oswald
	J. B. Boyd (2)	Aeronautics Division
	J. H. Versteeg (3)	David Powers, Parks
	Gary Potter	B. L. Gifford

RECEIVED
STATE HWY ENGR
NOV 4 -'80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: Transportation Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D.E. Swan | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Bomber Range Rd.-Butter Creek Rd.

11 12] PROJECT LOCATION—CITY: Lexington-Echo Hwy. OR-207 | PROJECT LOCATION—COUNTY: Morrow | PROJECT LOCATION [79: SEC. T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The proposed project is primarily an overlay project, with some widening, grading [71

06 12] and drainage improvements where needed. Some minor alignment changes may be [71

07 12] required to improve sight distance around several sharp curves at the north end [71

08 12] of project. The project could also include the replacement of several small [71

09 12] bridges previously scheduled for replacement in the near future. [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
1,322,250	------------	177,750	-----------	----------	1,500,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: November 3, 1980

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: December | 43] DAY [44: 1 | 45] YEAR [46: 1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: November 3, 1980

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

F-76 (-)

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date October 28, 1980

Section Bomber Range Rd-Butter Creek Rd.

City ______ Hwy. No. 320

Highway Lexington-Echo

Begin M.P. 9.89-19.72 Length 9.83

County Morrow

Program Estimate ______

Region 5

Funding Source ______

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The proposed project is primarily an overlay project, with some widening, grading and drainage improvements where needed. Some minor alignment changes may be required to improve sight distance around several sharp curves at the north end of project. The project could also include the replacement of several small bridges previously scheduled for replacement in the near future.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
x 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☒ Cultural Resource Survey
☐ Section 106 Procedures
☐ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

The proposed project is limited in scope (primarily an overlay), with only minor right-of-way acquisition and minimal impacts on the natural and human environments. Recommended category is 3, categorical exclusion.

D. Descriptions:

Descriptions	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved, Gravel)	no	yes, gravel
Average Daily Traffic (Volume/Year)	560 ADT	
Alignment (New, Combined, Existing)		existing
Speeds (Posted/Estimated)	55 mph	55 mph

(11-16-79)

E. Preliminary Assessment of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres < 1 acre

Estimated Number of Parcels 5

Residential Relocation (No.) -

Business Relocation (No.) -

Right-of-way acquisition will be minor, with just some selected purchases to modify several curves.

2. Estimated Impact on Land Use:

No long term impacts. Immediate land uses are agriculture. Most of the right-of-way acquisition would be from the fringes of an alfalfa field.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

No changes in traffic volumes and patterns. Traffic flow and safety would be enhanced with the straightening of curves - particularly a 90° curve at the Butter Creek Jct.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Any bridge replacement activities are tied to small streams that are intermittent in nature. Any summer related construction schedule would avoid any impacts on the stream courses.

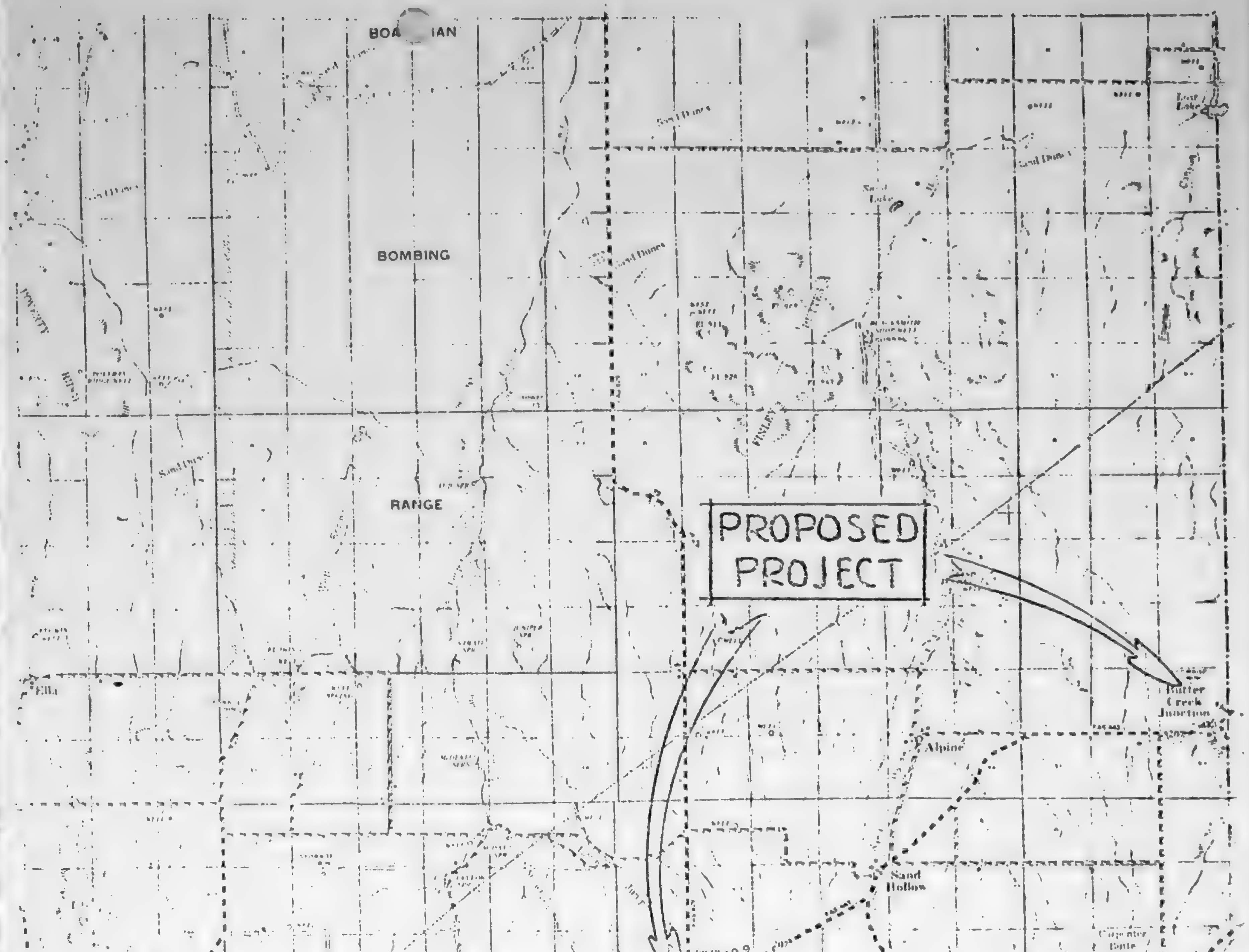
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

none

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

none

Name of Preparer and Phone Number: John Preston, 963-3177


BOA IAN
BOMBING
RANGE
PROPOSED PROJECT
Sand Dunes
Sand Lake
Ella
Alpine
Butter Creek Junction
Sand Hollow
Strawberry
199
Carpenter Butte
WILLAMETTE
Jordan
LEXINGTON

9320

320

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

7-25-80

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE: June 3, 1980

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Bombing Range Road - Butter Creek Road

HIGHWAY NAME: Lexington - Echo Highway

HIGHWAY NUMBER: 320

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
5	12	Morrow	

LENGTH: 9.81

MILEPOST NUMBER: 9.89 TO 19.70

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

This is a widen, cement treated base and overlay project.

There is a 1.5 mile section, M.P. 13.90 - M.P. 15.40, that needs regrading and ditch work to bring roadway up to standards and relieve drainage problems.

Additional right-of-way will be required for this section.

The structure at Sand Hollow Creek, M.P. 13.57, should be replaced with arch type culvert as roadway width is only 20.9 feet.

REFERRED TO
Beard
Cole
Erikson
Hager
Stoudenmeyer ✓
Mann
Watson
Leu
Dorn
Return [✓] Discuss Do File Copy Due
FINAL DESIGN ENGINEER

1 Vorsteeg ✓
Anderson
3 Christensen
4

RECEIVED

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 - 560

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☒	☐	☐	☐	☐	☐
PROPOSED	☒	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO Min.

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Kenpin
Location Engineer
Date 9/25/80

3 · FEATURES	EXISTING MBER AND WIDTH	PRO SED NUMBER AND WIDTH
TRAVEL LANES	2 10'-11' average	2 12'
SHOULDERS	0	2 2'
MEDIANS	0	0
PARKING LANES	0	0
SIDEWALKS	0	0
BIKEWAYS	0	0
INTERCHANGES	0	0
OTHER:	0	0

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☐	☒
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ________	☐	☒	☐
Stream Misc. Culverts & Stock Passes	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☐	☒
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☒	☐	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type ______

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2)	2
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	(7)	7
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE	______ (Region)	H.I.P. '82 (Salem)

- SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Cement Treat Material in Place		10"
Cement in Treatment		4%
Asphalt Concrete Base		2"
Asphalt Concrete Wearing Course		2"

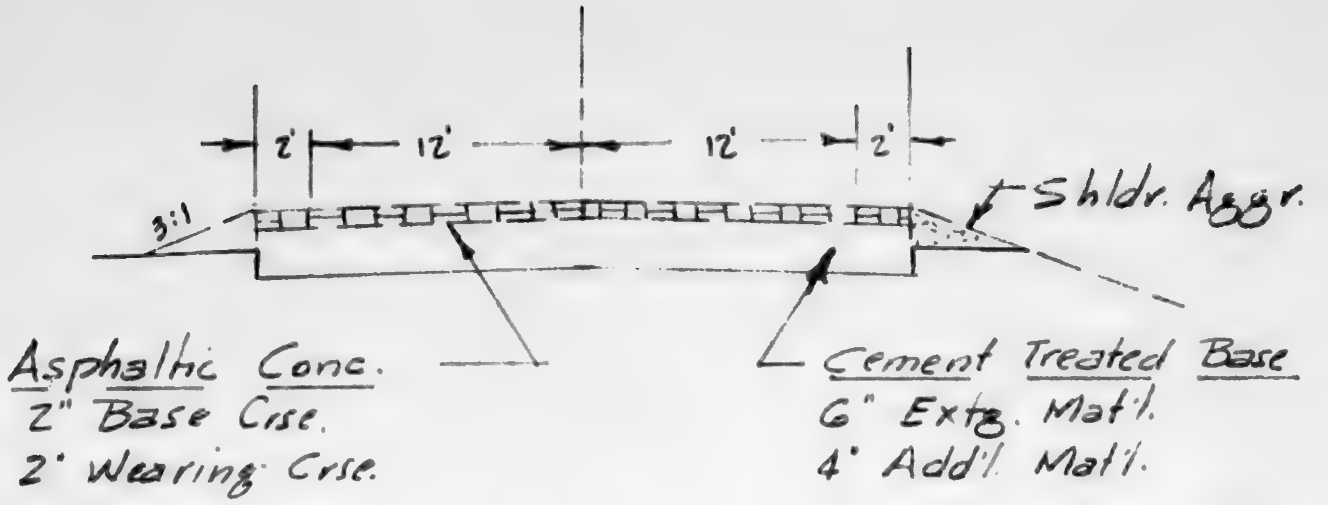
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

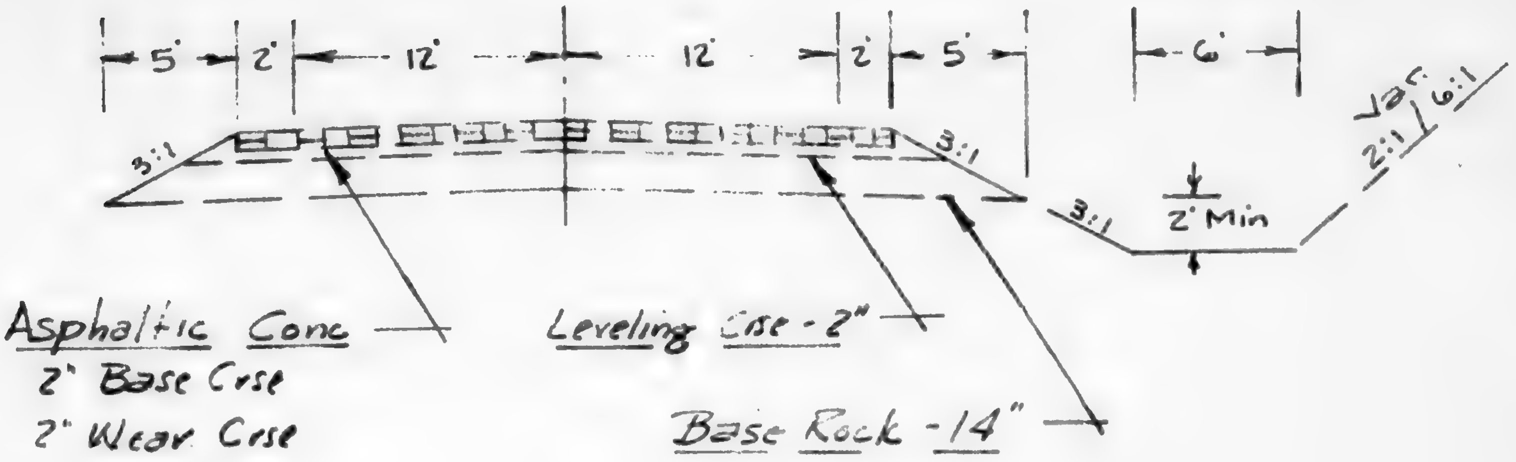
- PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 20,000.00	43.100
RIGHT OF WAY	10.000.	
TRAFFIC CONTROL		55.000
ILLUMINATION		
STRUCTURES Sand Hollow Cr. (Incl. E&C)		* 63.000
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL H.I.P=	$ 1,500.000	

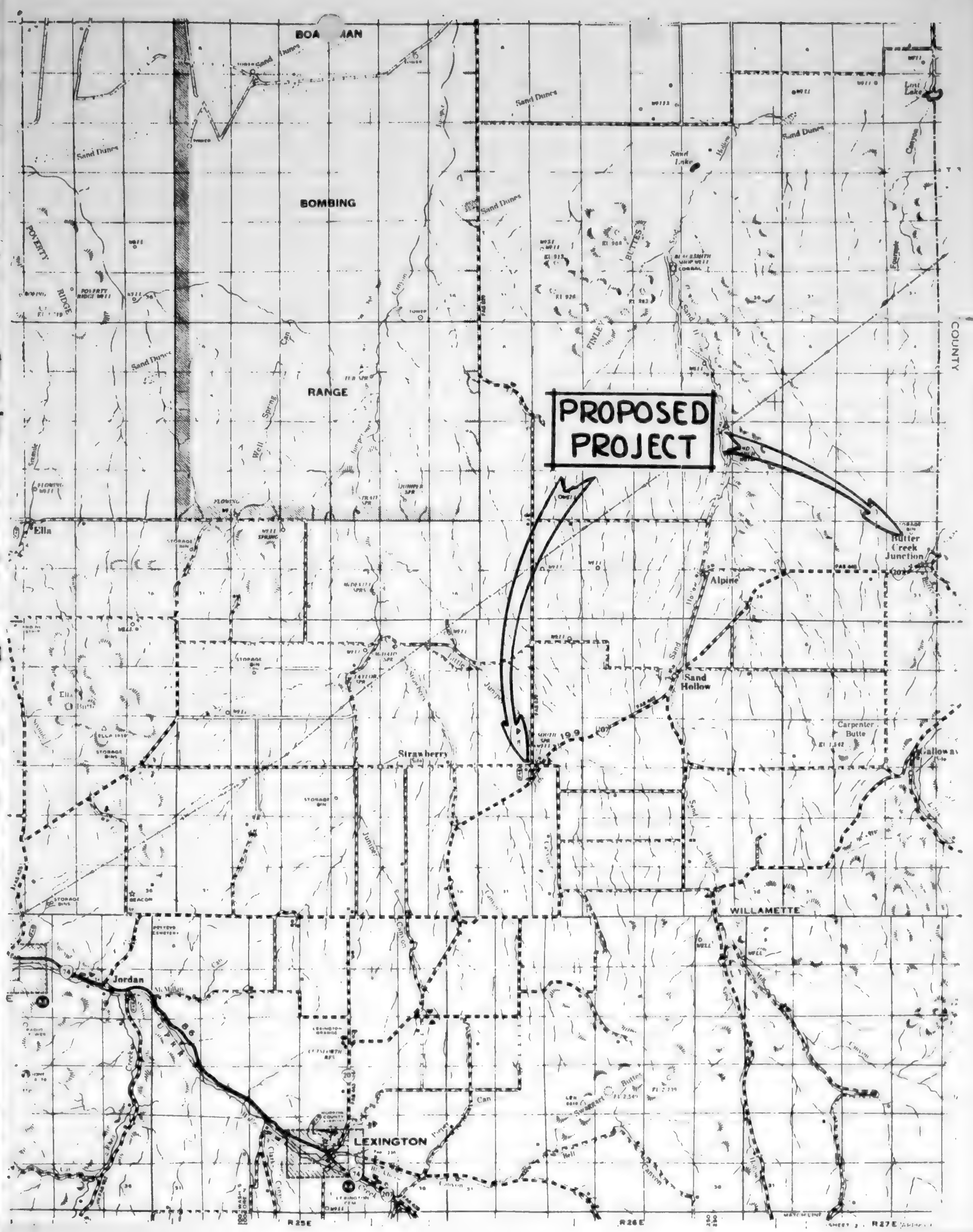
SUBMITTED BY Bobby Johnson


2'
12'
12'
2'
3:1
Shldr. Aggr.
Asphaltic Conc.
2" Base Crse.
2" Wearing Crse.
Cement Treated Base
6" Extg. Mat'l.
4" Add'l. Mat'l.

M.P. 9.89 - M.P. 13.90
M.P. 15.40 - M.P. 19.70


5'
2'
12'
12'
2'
5'
6'
3:1
3:1
3:1
2" Min
Var.
2:1
6:1
Asphaltic Conc
2" Base Crse
2" Wear Crse
Leveling Crse - 2"
Base Rock - 14"

M.P. 13.90 - M.P. 15.40


BOARDMAN
Sand Dunes
Lost Lake
Sand Lake
BOMBING
POVERTY RIDGE
FINLEY BUTTES
RANGE
PROPOSED PROJECT
Ella
Butter Creek Junction
Alpine
Sand Hollow
Strawberry
Carpenter Butte
Galloway
WILLAMETTE
Jordan
LEXINGTON
R25E
R26E
R27E
COUNTY

1981 Bensel Rd.-Hermiston Ditch 9321
Sec. of FAS B571.
(Grading and paving)

C4G 7153 9-11-79

Have not collected
PE advance deposit
Not $7,350

2-27-81

Asked County about the $925.00 ~~advanced~~
cost waived [illegible] because
Carlos said go ahead. 3-2-81

3 2 1

~~9321~~ 9321
5301960
5301075

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER PERIOD
FROM 10/17/79
TO 11/14/83 (Post)

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
RS-B571(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
075	38,708.88	38,618.50	88.15%	34,042.21	34,042.21	-0-
075	610,444.50	610,353.37	88.18%	538,210.48	538,210.48	-0-
	649,153.38	648,972.87	----	572,252.69	572,252.69	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
8/06/87

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA

(SIGN ORIGINA

DATE APPR

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

THIS PROJECT IS
IN GENERAL FILES
IT was Finaled
11-20-86

To General
Files
Contract 9321

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	HERMISTON DITCH BRIDGE - BENSEL RD. SECTION COUNTY ROAD IN UMATILLA COUNTY					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 37,298.95	
	Construction Type Code 6201 Roadway (Sta. 351 & 00 to Sta. 486 & 00)					
	Final Contract Payment Summary	Lump Sum			$552,483.18	
SFO #1	Permanent & temporary striping of Pavement (State)	All Required			1,364.70	
	TOTAL PARTICIPATING CONSTRUCTION				$553,847.88	
	Type Code Y070					
	Archeological Salvage	All Required			$ 6,345.51	
	45.57 Construction $5,025.96 ✓ P.E. $1,319.55 ok					
	Construction Engineering					
	State	All Required			$ 51,480.53	
	TOTAL PARTICIPATING PROJECT COST				$648,972.87	
	Non Participating Project Cost					
	Preliminary Engineering (State)	All Required			$ 90.38	
	Construction Engineering	All Required			90.13	
	TOTAL NON PARTICIPATING PROJECT COST				$ 180.51	
	TOTAL PROJECT COST				$649,153.38	
	Prepared based on Participating Cost as shown on the Federal Billing as of 7/24/87.					
	AMOUNT CARRIED FORWARD					

OREGON STATE HIGHWAY DIVISION

Rev. November 16, 1987

ITEMIZED STATEMENT OF FINAL COSTS DATE: November 20, 1986

COUNTY: Umatilla AGREEMENT NO: 7153 PROJECT NO: RS-B571(2)

CONTRACT NO: 9321 SECTION: Bensel Rd.-Hermiston Ditch

PRELIMINARY ENGINEERING PREFIX C530-1960:

	PARTICIPATING	NON PARTICIPATING
Project Manager	$ 16,656.08	$ 8.00
Final Design	6,246.58	
R/W Descriptions	6,201.18	
Region Geology	2,511.38	
Traffic Section	156.00	
R/W Liaison	50.38	
Region Utility Liaison	190.11	
Location	10.50	
Program Section	81.47	
Specifications	1,192.19	
Administrative Services	34.95	
Environmental Section	4,549.87	
Training	737.81	82.38
Total P.E. Cost	$ 38,618.50	$ 90.38

CONSTRUCTION PREFIX C530-1075 & C9321:

	PARTICIPATING	NON PARTICIPATING
Payment to Contractor	$ 552,483.18	$
SFO #1 Striping Pavement	1,364.70	
Project Manager	43,835.30	45.79
Program Section	114.58	
Archaeological Salvage	5,037.18 1/	
Materials Lab	3,328.20	
Technical Services	162.56	
Construction Branch	1,380.14	
Region Office Charges	2,638.59	44.34
Accounting	8.94	
Total Construction Cost	$ 610,353.37	$ 90.13

SUMMARY

Total Participating P.E. Cost	$ 38,618.50
Total Participating Construction Cost	610,353.37
Total Participating Cost	$ 648,972.87

FEDERAL FUNDS

P.E.(88.15%)	$ 34,042.21	
Const. (88.18%)	538,210.48	(572,252.69)
Subtotal		$ 76,720.18
Less State Share Participating Cost		(38,360.09)
Plus Non Participating County Cost		180.51
Less 1/2 Non Participating State Const. Eng.		(22.89)
Less County's Advance Deposit AD #912		(40,700.00)
REFUND DUE COUNTY		$ (2,182.29)
STATE OVERPAYMENT		* $ 294.34

1/ The project was finaled on 11-20-86. It has been reopened and post finaled in November because we received a bill for archaeological work that had completed six years ago. The University of Oregon subcontracts the archaeological work for the State and have been very negligent in their billing on many of our projects. We have credited the County with $294.34 too much. We regret this inconvenience.

MKS:bkw

7321

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
TOLL FREE: 1-800-452-7813 Ext. 86232

April 6, 1987

In Reply Refer to
File No.: CON

Umatilla Board of Commissioners
Courthouse
Pendleton, OR 97801

Re: Project Name Bensel Rd - Hermiston Ditch
Fed. Aid No. RS - B571(2)
Pool Acct. No. 4212

The above project has been completed and no further costs are anticipated. Therefore, you may withdraw the balance remaining in your account of $ 2,476.63 (plus interest) with the Oregon State Treasurer, Local Government Investment Pool.

J Henry
Jan Henry
Contract Accounting Supervisor

JP:

cc: Oregon State Treasurer
Local Govt. Investment Pool

PROGRAM SECTION
MANAGER ------ RESOURCE UNIT ——
FA UNIT [illegible] UNIT ——
APR 21 1987
REFER TO------
R/D ----- ACT ----- REPLY ——
DISC —— INFO - - FILE ——

Form 734-3122

9321

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 11-20-86

COUNTY: UMATILLA AGREEMENT NO: 7153 PROJECT NO: RS-B571(2)

CONTRACT NO: 9321 SECTION: Bensel Rd.-Hermiston Ditch

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
DEC 1 1986
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

PRELIMINARY ENGINEERING PREFIX C530-1960:

	PARTICIPATING	NON-PARTICIPATING	
Project Manager	$ 16,656.08	$ 8.00	✓Rent office
Final Design	6,246.58		
R/W Descriptions	6,201.18		
Region Geology	2,511.38		
Traffic Section	156.00		
R/W Liaison	50.38		
Region Utility Liaison	190.11		
Location	10.50		
Program Section	81,47		
Specifications	1,192.19		
Administrative Services	34.95		
Environmental Section	4,549.87		
Training coded as non-particip.	737.81	82.38	✓Travel
	$ 36,618.50	$ 90.38	

CONSTRUCTION PREFIX C530-1075 & C9321:

Payment to Contractor	552,483.18		
SFO 1 Striping Pavement	1,364.70		
Project Manager	43,835.30	45.79	office equip Rent
Program Section	114.58		
Archaeological Salvage	57.79		
Materials Lab	3,328.20		
Technical Services	162.56		
Construction Branch	1,380.14		
Region Office Charges	2,638.59	44.34	Small Tools
Accounting	8.94		
	$ 605,373.98	$ 90.13	

SUMMARY:

Total Participating P.E. Cost	$ 38,618.50
Total Participating Construction Cost	605,373.98
Total Participating Cost	$ 643,992.48

FEDERAL FUNDS:

P.E. (88.15%)	34,042.21	
CONST (88.18%)	533,818.78	(567,860.99)
SUBTOTAL		$ 76,131.49
Less State Share Participating Cost		(38,065.74)
Plus Non Participating County Cost		180.51
Less 1/2 Non Participating State Const. Eng.		(22.89)
Less County's Advance Deposit AD #912		(40,700.00)
REFUND DUE COUNTY		$ (2,476.63)

Mike - Why should County pay for what we get and keep? Roger

MKS:bkb

Bob - I'm not going to pursue this as it would cost far more than $180 to correct. Roger

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 11-20-86

COUNTY: UMATILLA AGREEMENT NO: 7153 PROJECT NO: RS-B571(2)

CONTRACT NO: 9321 SECTION: Bensel Rd.-Hermiston Ditch

PRELIMINARY ENGINEERING PREFIX C530-1960:

	PARTICIPATING	NoN PARTICIPATING
Project Manager	$ 16,656.08	$ 8.00
Final Design	6,246.58	
R/W Descriptions	6,201.18	
Region Geology	2,511.38	
Traffic Section	156.00	
R/W Liaison	50.38	
Region Utility Liaison	190.11	
Location	10.50	
Program Section	81,47	
Specifications	1,192.19	
Administrative Services	34.95	
Environmental Section	4,549.87	
Training	737.81	82.38
	$ 36,618.50	$ 90.38

CONSTRUCTION PREFIX C530-1075 & C9321:

	PARTICIPATING	NoN PARTICIPATING
Payment to Contractor	552,483.18	
SFO 1 Striping Pavement	1,364.70	
Project Manager	43,835.30	45.79
Program Section	114.58	
Archaeological Salvage	57.79	
Materials Lab	3,328.20	
Technical Services	162.56	
Construction Branch	1,380.14	
Region Office Charges	2,638.59	44.34
Accounting	8.94	
	$ 605,373.98	$ 90.13

SUMMARY:

Total Participating P.E. Cost	$ 38,618.50
Total Participating Construction Cost	605,373.98
Total Participating Cost	$ 643,992.48

FEDERAL FUNDS:

P.E. (88.15%)	34,042.21	
CONST (88.18%)	533,818.78	(567,860.99)
SUBTOTAL		$ 76,131.49
Less State Share Participating Cost		(38,065.74)
Plus Non Participating County Cost		180.51
Less 1/2 Non Participating State Const. Eng.		(22.89)
Less County's Advance Deposit AD #912		(40,700.00)
REFUND DUE COUNTY		$ (2,476.63)

MKS:bkb

(ORIGINAL) C09321 C5031960

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9321

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

2-12-86

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM, OREGON 97310

PAID BY

(For use of Paying Office)

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 10-17-79
TO 11-14-83

FEDERAL AID PROJECT NO.
RS-B571 (2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
075	$ 38,708.88✓	$ 38,618.50✓	88.15%	$ 34,042.21	$ 34,042.21	-0-
075	$605,464.11	$605,373.98	~~88.15%~~ 88.18%	$533,818.78	$533,818.78	-0-
	$644,172.99	$643,992.48		$567,860.99	$567,860.99	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
OREGON	2-12-86	CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED	$0.00
ADJUSTMENTS	
AMOUNT APPROVED	

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	HERMISTON DITCH BRIDGE-BENSEL RD. SECTION COUNTY ROAD IN UMATILLA COUNTY					
	Preliminary Engineering Type Code PE State	All Required			$ 37,298.95	✓
	Construction Type Code 6201 Roadway (Sta. 351 & 00 to Sta. 486 & 00) Final contract payment summary	Lump Sum			$552,483.18	
FO #1	Permanent & temporary striping of Pavement (State)	All Required			$ 1,364.70	
	TOTAL PARTICIPATING CONSTRUCTION				$553,847.88	
	Type Code Y070 Archeological Salvage	All Required			$ 1,365.12	✓
	Construction $ 45.57					
	P.E. $1,319.55					
	Construction Engineering State	All Required			$ 51,480.53	
	TOTAL PARTICIPATING PROJECT COST				$643,992.48	
	Non Participating Project Cost Preliminary Engineering (State)	All REquired			$ 90.38	✓
	Construction Engineering	All Required			90.13	
	TOTAL NON PARTICIPATING PROJECT COST				$ 180.51	
	TOTAL PROJECT COST				$644,172.99	
	Prepared based on Participating Cost as shown on the Federal Billing as of 12-5-85					
	AMOUNT CARRIED FORWARD					

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
			TOT	00						
			** JOB TOTALS **			**	**	**		
BENSEL RD-HERMISTON DITCH CONT NO 9321 * FA PROJ NOS RS B571002 100									STATE	
	530	1075	201	00	P 1			552,483.18	81	82
	530	1075	208	00	N 1			45.47CR	82	82
	530	1075	270	01	P 1			1,364.70	82	82
	530	1075	296	00	N 9			571,262.27CR	81	84
	530	1075	297	00	N 9			38,406.72	81	82
	530	1075	298	00	N 9			532,855.55	81	84
	530	1075	900	00	P 1			43,407.26	81	83
	530	1075	900	00	N 1			5.78	82	82
	530	1075	920	00	P 1			114.58	81	82
	530	1075	928	00	N 1			45.47	82	83
	530	1075	939	00	P 1			57.79	82	83
	530	1075	940	00	P 1			3,311.30	81	83
	530	1075	941	00	P 1			16.90	81	82
	530	1075	944	00	P 1			73.20	81	82
	530	1075	945	00	P 1			1,380.14	81	82
	530	1075	946	00	P 1			2,063.65	81	83
	530	1075	946	00	N 1			44.34	81	83
	530	1075	948	00	P 1			8.94	83	83
			TOT		P1			604,281.64		
			TOT		N1			90.13		
			** JOB TOTALS **			**	**	604,371.77 **		
A LINE CAN BR & FD CAN BR CONT NO 9863 FA PROJ NOS BRS B573003 59 BROS3000008 41									STATE	
	530	1096	201	00	P 1		117,345.74	117,345.74	84	85
	530	1096	201	00	P 2		29,386.36	29,386.36	84	85
	530	1096	204	00	P 1		4,264.68CR	4,264.68CR	34	85
	530	1096	204	00	P 2		2,963.60CR	2,963.60CR	84	85
	530	1096	296	00	N 9	875.45CR	140,252.61CR	140,252.61CR	84	85
	530	1096	297	00	N 9	875.45	34,888.61	34,888.61	84	85
	530	1096	298	00	N 9		105,364.00	105,364.00	84	85
	530	1096	900	00	P 1	375.63	7,648.79	7,648.79	84	85
	530	1096	900	00	P 2	261.10	5,197.76	5,197.76	84	85
	530	1096	920	00	P 1	.19CR	40.63	40.63	84	35
	530	1096	920	00	P 2	.12CR	28.24	28.24	84	85
	530	1096	940	00	P 1	.26CR	999.35	999.35	84	85
	530	1096	940	00	P 2	.19CR	694.45	694.45	84	85
	530	1096	941	00	P 1	4.06CR	1,054.72	1,054.72	84	85
	530	1096	941	00	P 2	2.84CR	732.39	732.89	84	85
	530	1096	942	00	P 1	.20CR	51.16	51.16	84	85
	530	1096	942	00	P 2	.14CR	35.57	35.57	84	85
	530	1096	944	00	P 1	.92CR	309.73	309.73	84	85
	530	1096	944	00	P 2	.64CR	163.17	163.17	84	85
	530	1096	945	00	P 1	.15CR	32.99	32.99	84	85

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                               FISCAL              GRAND TOTAL
                                                                            YEAR TO DATE            TO DATE
                             PREFIX  FUNCTION SUB F.  GR   CURRENT MONTH
     DESCRIPTION                                                 68.59        8,698.97              8,698.97
                              529     1993      926    00 P 1  2,669.56      18,842.05             18,849.64
                                                TOT    P1      2,669.56 **   18,842.05 **          18,849.64 **
                                         ** JOB TOTALS **

                                                                                                         STATE
  UMATILLA SIGNING PRJ #2   CONT NO      * FA PROJ NOS HES 000S001 100                  133.73CR
                              530     1957      296    00 N 9                            133.73
                              530     1957      298    00 N 9                            146.09
                              530     1957      901    00 P 1                              2.50
                              530     1957      923    00 P 1                            148.59
                                                TOT    P1                                148.59 **
                                         ** JOB TOTALS **            **          **

                                                                                                         STATE
  BENSEL R-HERMISTON DITCH  CONT NO      * FA PROJ NOS RS  B571002 100                33,807.28CR
                              530     1960      296    00 N 9                          2,293.28
                              530     1960      297    00 N 9                         31,514.00
                              530     1960      298    00 N 9                         16,694.12 — 31.44 - 6.66
                              530     1960      901    00 P 1                              8.00
                              530     1960      901    00 N 1                            390.00
                              530     1960      904    00 P 1                          6,246.58
                              530     1960      905    00 P 1                          6,201.18
                              530     1960      909    00 P 1                          2,511.38
                              530     1960      910    00 P 1                            156.00
                              530     1960      911    00 P 1                             50.38
                              530     1960      913    00 P 1                            765.05 - 514.97
                              530     1960      914    00 P 1                             10.50
                              530     1960      918    00 P 1                             81.47
                              530     1960      920    00 P 1                          1,281.55 - 84.36
                              530     1960      921    00 P 1                             34.95
                              530     1960      922    00 P 1                          4,549.87
                              530     1960      923    00 P 1                            737.81
                              530     1960      950    00 P 1                             82.38
                              530     1960      950    00 N 1                         39,710.84
                                                TOT    P1                                 90.38
                                                TOT    N1                             39,801.22 **
                                         ** JOB TOTALS **            **          **

                                                                                                         STATE
  UPRR XING @ HINKLE RD     CONT NO        FA PROJ NOS RRS B573001 100          .15      317.58CR
                              530     1978      296    00 N 9                 .15CR      317.58
                              530     1978      298    00 N 9                            109.83
                              530     1978      905    00 P 1                             49.29
                              530     1978      906    00 P 1                             17.31
                              530     1978      920    00 P 1                            176.44
                              530     1978      932    00 P 1                            352.87
                                                TOT    P1                                352.87 **
                                         ** JOB TOTALS **            **          **
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REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

RUN 07/30/86 20.43

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 075

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: RS -B571-002									
F03087									
C09321 -010	90.13	.00	.00						
C09321 -011	605,373.98	533,818.78	605,373.98						
AGREEMENT TOTALS	605,464.11	533,818.78	605,373.98	88.18	533,818.78	533,818.78	.00		.00
F03092									
C5301960-010	90.38	.00	.00						
C5301960-011	38,618.50	34,042.21	38,618.50						
AGREEMENT TOTALS	38,708.88	34,042.21	38,618.50	88.15	34,042.21	34,042.21	.00		.00
FED PROJ TOTALS	644,172.99	567,860.99	643,992.48		567,860.99	567,860.99	.00		.00
FEDERAL PROJECT: RS -B586-001									
F03614									
C5301906-000	991.44	873.95	991.44						
AGREEMENT TOTALS	991.44	873.95	991.44	88.15	30,676.00	873.95	.00		.00
FED PROJ TOTALS	991.44	873.95	991.44		30,676.00	873.95	.00		.00
FEDERAL PROJECT: RS -B596-002									
F04023									
C10193 -000	4,789.64	6,555.65	4,789.64						
C10193 -001	56.96	.00	.00						
C10193 -010	45.96	.00	.00						
C10193 -011	257,781.38	214,418.00	245,916.21						
AGREEMENT TOTALS	262,673.94	220,973.65	250,705.85	88.15	386,384.00	220,997.21	.00		23.56
FED PROJ TOTALS	262,673.94	220,973.65	250,705.85		386,384.00	220,997.21	.00		23.56
FEDERAL PROJECT: RS -B610-001									
F04031									
C5311973-000	26,826.08	23,020.81	26,826.08						
C5311973-001	28.53	.00	.00						
C5311973-011	8.74	4.16	8.74						

9.3

STATE COPY

U.S PARTMENT OF TRANSPORTATION
ERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9321

REGION NO. 10	REPORT NO.	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT October 28, 1983	REPORT MADE BY C. T. Keasey, P.E.,P.L.S.		PROJECT NO. RS-B571(2)
COMPLETION DATE November 13, 1981	ACCEPTANCE DATE BY CONTRACT AGENCY May 25, 1982	TIME ELAPSED 89 %	CONTRACT TIME 116 CD
APPROVED EXTENSIONS	LOCATION Bensel Rd.-Hermiston Ditch		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

Besides additional and incidental, work on the Bensel Road-Hermiston Ditch Section of FAS Route 8571 involved the construction of roadbed, aggregate base and asphalt pavement.

2. Contractor's Name: Baker Redi-Mix, Inc.

3. Contract Amount: $538,339.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
NOV 14 '83
REFER TO Keasey
FOR
Info Inves R/D D.R Sign Act File

Signature (SHD Official) CT Keasey

Title Constr. Engr.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter		SIGNATURE Original Signed By G. K. HOSSNER Field Operations G. K. Hossner	
TITLE Area Engineer	DATE 11/7/83	TITLE Field Operations Engr	DATE 11/14/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

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                              530   1957     901     00 P 1                                                        146.09
                              530   1957     923     00 P 1                                                          2.50
                                             TOT     P1                                                            148.59
                                        ** JOB TOTALS **                  **              **                       148.59  **

BENSEL R-HERMISTON DITCH      CONT NO     * FA PROJ NOS RS  B571002 100                                                          STATE
                              530   1960     296     00 N 9                                                     33,807.28CR
                              530   1960     297     00 N 9                                                      2,293.28
                              530   1960     298     00 N 9                                                     31,514.00
                              530   1960     901     00 P 1                                                     16,694.12
                              530   1960     901     00 N 1                                                          8.00
                              530   1960     904     00 P 1                                                        390.00
                              530   1960     905     00 P 1                                                      6,246.58
                              530   1960     909     00 P 1                                                      6,201.18
                              530   1960     910     00 P 1                                                      2,511.38
                              530   1960     911     00 P 1                                                        156.00
                              530   1960     913     00 P 1                                                         50.38
                              530   1960     914     00 P 1                                                        765.05
                              530   1960     918     00 P 1                                                         10.50
                              530   1960     920     00 P 1                                                         81.47
                              530   1960     921     00 P 1                                                      1,281.55
                              530   1960     922     00 P 1                                                         34.95
                              530   1960     923     00 P 1                                                      4,549.87
                              530   1960     950     00 P 1                                                        737.81
                              530   1960     950     00 N 1                                                         82.38
                                             TOT     P1                                                         39,710.84
                                             TOT     N1                                                             90.38
                                        ** JOB TOTALS **                  **              **                    39,801.22  **
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5-83

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                          MAY 1983        PAGE  952
                                                                                   FISCAL          GRAND TOTAL
    DESCRIPTION                  PREFIX  FUNCTION SUB F. GR   CURRENT MONTH     YEAR TO DATE        TO DATE

UPRR XING @ HINKLE RD         CONT NO       FA PROJ NOS RRS B573001 100                                              STATE
                              530   1978     296     00 N 9          3.24CR          63.25CR           63.25CR
                              530   1978     298     00 N 9          3.24            63.25             63.25
                              530   1978     905     00 P 1         69.66            69.66             69.66
                              530   1978     906     00 P 1                          49.35             49.35
                              530   1978     920     00 P 1                          17.33             17.33
                                             TOT     P1             69.66           136.34            136.34
                                        ** JOB TOTALS **            69.66  **       136.34  **        136.34  **

LOOKINGGLASS CR BRIDGE        CONT NO       FA PROJ NOS SRS 000S026 100                                              STATE
                              531   1918     901     00 N 1                                            737.09
                              531   1918     906     00 N 1                                             12.74
                              531   1918     910     00 N 1                                             43.48
                              531   1918     918     00 N 1                                            155.28
                              531   1918     924     00 N 1                                             18.81
                              531   1918     926     00 N 1                                          2,341.46
                                             TOT     N1                                            3,308.86
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9321

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                              MAY 1983        PAGE  401

                                                                                       FISCAL          GRAND TOTAL      ACTIVE  YRS
     DESCRIPTION                       PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE      TO DATE          BEG     END

                                                                                                                        STATE
 BENSEL RD-HERMISTON DITCH      CONT NO 9321 = FA PROJ NOS RS  B571002 100
                                         530    1075      201     00 P 1                              552,483.18        81      82
                                         530    1075      208     00 N 1                                   45.47CR      82      82
                                         530    1075      270     01 P 1                                1,364.70        82      82
                                         530    1075      296     00 N 9                  435.23CR    571,180.48CR      81      83
                                         530    1075      297     00 N 9                               38,406.72        81      82
                                         530    1075      298     00 N 9                  435.23      532,773.76        81      83
                                         530    1075      900     00 P 1                   14.16       43,407.26        81      83
                                         530    1075      900     00 N 1                                   45.79        82      82
                                         530    1075      904     00 P 1                   12.22CR                      82      82
                                         530    1075      920     00 P 1                                  114.58        81      82
                                         530    1075      928     00 N 1                   11.35           45.47        82      82
                                         530    1075      939     00 P 1                   20.28           20.28        82      83
                                         530    1075      940     00 P 1                                3,265.00        81      82
                                         530    1075      941     00 P 1                                   16.90        81      82
                                         530    1075      944     00 P 1                                   73.20        81      82
                                         530    1075      945     00 P 1                                1,380.14        81      82
                                         530    1075      946     00 P 1                   90.00        2,063.65        81      83
                                         530    1075      946     00 N 1                   90.00CR         44.34        81      83
                                                          TOT        P1                   112.22      604,188.89
                                                          TOT        N1                    78.65CR         90.13
                                                      ** JOB TOTALS **              **     33.57  **  ( 604,279.02 ) **

                                                                                                                        STATE
 UPRR XING-AIRPORT RD           CONT NO          FA PROJ NOS RRS B618002 100
                                         531    1002      205     01 P 1                2,216.78CR     10,850.44CR      81      83
                                         531    1002      270     01 P 1               22,167.83      108,504.46        81      83
                                         531    1002      282     03 P 1                               10,216.40        81      82
                                         531    1002      296     00 N 9    409.06CR   18,384.88CR    108,741.51CR      80      83
                                         531    1002      298     00 N 9    409.06     18,384.88      108,741.51        80      83
                                         531    1002      900     00 P 1                               12,074.66        80      82
                                         531    1002      900     00 N 1                                  155.66        80      81
                                         531    1002      900     02 P 1                                    1.11        81      81
                                         531    1002      900     02 N 1                                   34.25        81      81
                                         531    1002      915     00 P 1    886.39        929.68          929.68        83      83
                                         531    1002      915     03 P 1                                  108.14        81      82
                                         531    1002      920     00 P 1                                   63.31        80      82
                                         531    1002      948     00 P 1                    8.73           73.85        81      83
                                         531    1002      950     00 P 1                                  177.90        81      81
                                                          TOT        P1     886.39     20,889.46      121,299.07
                                                          TOT        N1                                   189.91
                                                      ** JOB TOTALS **      886.39 **  20,889.46  **  121,488.98  **

                                                                                                                        STATE
 WILLOW CR(GLENN ROAD) BR       CONT NO 9094 * FA PROJ NOS RS  B611002 100
                                         531    1004      201     00 P 1                              127,581.33        80      81
                                         531    1004      296     00 N 9                              131,674.17CR      80      81
                                         531    1004      297     00 N 9                                8,253.67        80      81
```

9321

L.

July 8, 1982

C. A. Wright & Sons
9521 S.W. 3rd
Portland, OR 97219

CON 5
#9321

Gentlemen or Ladies:

Thank you for your letter of June 10, 1982, stating that you have resolved the non-payment and wish to withdraw your claim on Contract No. 9321.

This was in connection with a claim filed against Reese's Minority Construction and Supply, subcontractor, in the amount of $2,489.30 for work performed on this contract. Contract No. 9321 was with Baker Redi-Mix, Inc. for work on the Bensel Road-Hermiston Ditch Section of FAS B571 in Umatilla County.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

Seaboard Surety Company
320 108th Ave., N.E.
Suite 401
Bellevue, WA 98004

TED

JS 7/8/82

June 10, 1982

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr Gormsen,

I want to thank you for all of your help in regard to Cons #9321.

We have resolved our problem over non payment and wish to withdraw our Complaint

Thank you again for your help in this matter

Sincerely,

Carol A. Wright
C A Wright & Sons
7521 SW 3rd
Portland, OR 97219

RECEIVED
JUN 11 198[illegible]
COMM[illegible] [illegible]ICES
DEPARTMENT OF TRANSPORTATION

9321

June 9, 1982

Seaboard Surety Company
320 108th Avenue NE, Suite 401
Bellevue, WA 98004

CON 5
#9321

Gentlemen:

On May 27, 1982, we wrote to you concerning release of final payment on Contract No. 9321 awarded to Baker Redi-Mix, Inc. for work on the Bensel Road-Hermiston Ditch Section of FAS B571 in Umatilla County.

The total contract amount is $552,483.18. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
cc: Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

bc: C. T. Keasey
Walt Hart
Robert Hector

·9321 . . 6-2-82 file L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co. No. 9327	Arterial St. Overlay Proj. No. 2 (Portland) Multnomah County	May 12, 1982
Linnco Electric Co. No. 9259	Tualatin Valley Hwy. @ SW 219th Washington County	May 14, 1982
Douglas S. Coats, Inc. No. 9268	Klamath Strait Bridge Klamath County	May 17, 1982
Mocon Corp. No. 8747	NE Glisan St. U'Xing. Multnomah County	May 19, 1982
R. L. Coats No. 9288	Redmond SCL-Whittemore Rd. N. Unit Deschutes County	May 25, 1982
Baker Redi-Mix, Inc. No. 9321	Bensel Rd.-Hermiston Ditch Umatilla County	May 25, 1982
N. Santiam Paving Co. No. 9326	Alexandra Ave.-Hardcastle Ave. Marion County	May 27, 1982
Steeck Electric Co. No. 9279	Crater Lake Hwy. @ Lake of the Woods Hwy., Ave. "G" & Linn Rd. Jackson County	May 28, 1982
Linnco Electric Co. No. 9258	Pac.Hwy.W. @ Royalty Parkway Washington County	May 28, 1982
Hansen Electric Co. No. 9180	Beaverton/Tigard Hwy. @ Walker Rd. Intchge. Washington County	May 28, 1982

June 2, 1982

CT Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9321 CL-82-71

files L.

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
APR 13 1982
NORMA PAULUS
SECRETARY OF STATE

April 16, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9321

C. A. Wright & Sons
9521 S.W. 3rd Street
Portland, OR 97219

Attention: Carol A. Wright

FILED
APR 1[illegible]
NORMA PAULUS
SECRETARY OF STATE

Gentlemen or Ladies:

This will acknowledge your letter of April 12, 1982, informing us that Reese's Minority Construction and Supply, subcontractor, owes you for work in the amount of $2,489.30.

Your claim letter states this is in reference to the Baker Redi-Mix, Inc., Contract No. 9321, for work on the Bensel Road-Hermiston Ditch Section of FAS B371 in Umatilla County.

Seaboard Surety Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Seaboard Surety Company
320 108th Ave., NE., Suite #401
Bellevue, WA 98004

Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

RECEIVED
APR 22 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

FD
4-28-82 dmc

Robert W. Gormsen
Commission Services
Dept of Transportation
121 Transportation Bldg.
Salem, OR 97310

April 12, 1982

RE: Bensel Rd. - Hermiston Ditch
OSHD Contract No. 9321

Dear Mr. Gormsen:

My company, C. Wright & Sons, as sub-subcontractor has a contract with the subcontractor, Reese's Minority Construction & Supply. The prime contractor is Baker Redi-Mix of Baker, Oregon on OSHD contract no. 9321 Bensel Rd. - Hermiston Ditch.

We have performed the work as agreed by contract and as of this date, we have not received payment in the amount of $2,489.30.

I would like to place a lien against OSHD contract no. 9321, Bensel Rd. - Hermiston Ditch for the amount of $2.489.30.

I do hope you will be able to help me in this matter.

Sincerely,

C. A. Wright

Carol A. Wright
C. A. Wright and Sons
9521 SW 3rd
Portland, OR 97219
(503) 246-9399

RECEIVED
APR 13 [illegible]
[illegible]

9321 L

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bensel Road- Hemiston Ditch

WEEK ENDING: January 31, 1982

SECTION PREFIX: 530-1075

HIGHWAY: FAS B571

COUNTY: Umatilla

NAME OF JOB: Bensel Road-Hermiston Ditch

KIND OF WORK: Grading and Paving

CONTRACTOR: Baker Redi-Mix, Inc.

CONTRACT NUMBER: 9321

FEDERAL AID PROJECT NUMBER: RS-B571(2)

DATE OF CONTRACT: July 8, 1981

DATE WORK STARTED: August 24, 1981

ESTIMATED COMPLETION DATE: November 20, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 130

CALENDAR DAYS USED: 117

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 86

PROJECT AUTHORIZATION: $643,235.27

EXCLUSIVE OF ENGINEERING: $592,137.76

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ENGINEERING AUTHORIZATION: $50,997.51

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $592,137.76

ENGINEERING COST TO DATE: $47,100.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 93 %

DATE PROJECT WAS COMPLETED: 11-13-81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.56	2.56			2.56
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.56	2.56			2.56
TOTAL ESTIMATED QUANTITIES (CONTRACT)	13,630 CY	17,470 T			12,500 T
TOTAL QUANTITIES CORRECTED TO DATE	14,977	17,208			13,465
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	14,977	17,208			13,465
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

FEB 2 1982

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi final will be submitted to Region on Tuesday Feburary 2, 1982. This is the final report.

SIGNED WC Ferg LOCATION Hermiston

W.C. Ferguson, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1321

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-129 PROJECT REPORT NUMBER MODIFICATION NUMBER #2	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 8-19-81	tate Oregon County Umatilla Project Number RS-B571(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 14, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 33,950.00	$ 678,885.00
Federal funds	$ 29,914.00	$ 598,438.00
Other revisions		

This modification is made for the following reasons: To add construction of road to the project agreement amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

~~By~~ XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon August 12, 1981

Federal Aid Project
No. RS-B571(2)

Bensel Rd.-Hermiston Ditch Br. Section
County Road in Umatilla County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.

Preliminary Engineering			All Required	$ 35,750.00

Type Code 6201
Roadway (Sta. 351+00 to Sta. 486+00)

Mobilization			All Required	$ 38,470.00
Temporary Protection and Direction of Traffic			All Required	5,000.00
Temporary Signs	267	Sq. Ft.	7.00	1,869.00
Temporary Barricades	35	Each	100.00	3,500.00
Flagmen	750	Hour	25.00	18,750.00
Pilot Car	250	Hour	30.00	7,500.00
Clearing and Grubbing			All Required	10,000.00
General Excavation	13,630	cu. Yd.	2.50	34,075.00
Ditch Excavation	46	Cu. Yd.	3.00	138.00
Trench Excavation	460	Cu. Yd.	6.00	2,760.00
Finishing Roadbed and Slopes	2.56	Mile	2,000.00	5,120.00
Watering	330	M-Gal.	8.00	2,640.00
Pit Run Aggregate Shoulders	13,700	Ton	2.50	34,250.00
Aggregate Leveling Course	3,770	Ton	6.00	22,620.00
Class "B" Asphalt Concrete Mixture	10,730	Ton	12.00	128,760.00
Class "B" Asphalt Concrete Mixture in Leveling	1,810	Ton	12.00	21,720.00
Asphalt Cement in Mixture	804	Ton	190.00	152,760.00
Asphalt in Tack Coat	16	Ton	300.00	4,800.00
12-inch Culvert Pipe	172	Lin. Ft.	9.00	1,548.00
18-inch Culvert Pipe	322	Lin. Ft.	12.00	3,864.00
Extra for Pipe Under Pavement	154	Lin. Ft.	5.00	770.00
4-inch Drain Pipe	400	Lin. Ft.	3.00	1,200.00
6-inch Drain Pipe	500	Lin. Ft.	4.00	2,000.00

8-inch Drain Pipe	860 Lin. Ft.	4.50	3,870.00
Filter Fabric	1,750 Sq. Yd.	2.50	4,375.00
Gravel in Drains	270 Cu. Yd.	8.00	2,160.00
Type 2 Fence	7,200 Lin. Ft.	2.50	18,000.00
Extra for Asphalt Approaches	26 Each	150.00	3,900.00
Delineators, Type 2	80 Each	24.00	1,920.00
			$538,339.00

Anticipated Items

Railraod Protective Costs	All Required	$ 1,500.00
Permanent Pavement Striping	All Required	1,100.00
Temporary Pavement Striping	All Required	600.00
Temporary Erosion Control	All Required	100.00
Asphalt Cement Adjustment	All Required	25,000.00
		$ 28,300.00
	SUBTOTAL	$566,639.00
	Engineering	76,496.00
	TOTAL	$643,135.00

Length of Project ------------ 2.555 miles
Cost of Project Per Mile -----$251,716.24

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 35,750.00	$ 31,514.00	$ 2,118.00	$ 2,118.00
Roadway	643,135.00	566,924.00	38,105.00	38,106.00
TOTAL	$678,885.00	$598,438.00	$40,223.00	$40,224.00

Group 1	100%
Contract No.	9321
Prefix	530-1960 (PE)
Prefix	530-1075 (Constr.)

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NUMBER 5-68		County Umatilla
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number RS-B571(2)
MODIFICATION NUMBER 1	5-14-80	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 17, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 26,900.00	$ 33,950.00
Federal funds	$ 23,700.00	$ 29,914.00
Other revisions		

This modification is made for the following reasons: To include approved increase for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 5, 1980

Federal Aid Project
No. RS-B571(2)

Hermiston Ditch Bridge-Bensel Rd. Section
County Road in Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering

Preliminary Engineering	All Required	$33,950.00
	TOTAL	$33,950.00

Length of Project - - - - - 2.5 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$33,950.00	$29,914.00	$ 2,018.00	$ 2,018.00
Retain in Program				
P.S.& E. Status	$588,100.00	$518,400.00	$34,850.00	$34,850.00
TOTAL	$622,050.00	$548,314.00	$36,868.00	$36,868.00

Group 1-100%
Prefix 530-1960
Prorata 88.15%

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-70	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Umatilla Project No. RS-B571(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 1-1/2 mi. N.W. of Hermiston, N.W. 2.5 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-17-79	2.5
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

PRO RATA 88.15%

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 26,900.00	$ 23,700.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JAN 17 1980

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon January 14, 1980

Federal Aid Project
No. RS-B571(2)

Hermiston Ditch Bridge-Bensel Rd. Section
County Road in Umatilla County

Project Agreement Estimate

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 26,900.00
	Total	$ 26,900.00

Length of Project- - - - -2.5 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 26,900.00	$ 23,700.00	$ 1,600.00	$ 1,600.00
Retain in Program P.S.& E. Status	588,100.00	518,400.00	34,850.00	34,850.00
Total	$615,000.00	$542,100.00	$ 36,450.00	$ 36,450.00

Group 1 - 100%
Prefix - 530-1960
Prorata 88.15%

9321

1-8-81

LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA ☐

10

RECEIVED
REGION 5 OFFICE

The Umatilla County Board of Commissioners hereby appoints the
Local Government Unit

Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The Umatilla County Board of Commissioners has deposited with
Local Government Unit

the State of Oregon Investment Pool the sum of $ 40,700.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with
Project Name

Bensel Road - Hermiston Ditch Section, F.A.S. - B571.

F.A.S. - C Project #RS-B571 (2).

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by the Umatilla County
Local Government Unit

Board of Commissioners

this 8th day of July, 1981 by a vote of the majority of a quorum of its governing body.

D. E. Swan, Attn. Ken Hueby
7/10/81

cc: Ferguson
7/9/81

Form No. 734-1812(2-80)

9321

June 30, 1981

Umatilla County Board
of Commissioners
Courthouse
Pendleton, Oregon 97801

ACC

Attn: Mr. Carlos VanElsberg
Director of Public Works

Gentlemen:

On June 25, 1981 the Highway Division received a satisfactory bid from Baker Redi Mix, Inc., P.O. Box 825, Baker, Oregon 97814 for the Bensel Road-Hermiston Ditch Section, FAS-8571. This is an FAS-C Project No. RS-8571(2). The County's advance deposit will be based upon the Contractor's bid and is as follows:

Contractor's Bid	$538,339.00
RR Protective Costs	1,500.00
Pavement Striping - Permanent	1,100.00
Pavement Striping - Temporary	600.00
Erosion Control	100.00
Asphalt Cement Adjustment	25,000.00
4 1/2% Contingencies	25,498.76
9% Engineering	50,997.51
TOTAL	$643,135.27
Est. P.E. Costs	35,000.00
	$678,135.27

County's Share of Project Costs is 6% of $678,135.27 = $40,688.12

By rounding the County's Advance Deposit will be $40,700.00

We will award the contract when we receive your advance deposit, which should be in this office no later than July 17, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

HR:pf
Attachment

bcc W/AD # 912: Roger Lang, Region 5 Federal Aid Engineer
Vern Skoog - Please return completed AD # 912 when advance deposit is received.

9321

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-3-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: RS-B571(2)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Umatilla

3. FROM:
Dale E. Wilken, Division Admihistrator
FHWA - Oregon Division - Salem, OR

4. PROGRAM NO.:

5. ITEM NO.: 90295

6. TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, OR

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6-3-81	Secondary B571	County Road

10. GENERAL LOCATION:

Herminston Ditch - Bensel Road

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ xx CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 5-28-81 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
JUN 10 '81
REFER TO
Manning
FOR

Info	Inves	R/D	D.R	Sign	Act	File

orig to: 6.10.81

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6-3-81	G. K. Hossner	for Division Administrator

FORM PR-1240 (Rev. 12-79)   PREVIOUS EDITIONS MAY BE USED

1321

Co.

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: May 28, 1981

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening June 25, 1981

Federal-aid Project No. RS-B 571 Highway No. 530 County

Federal-aid Project Name Bensel Rd.-Hermiston Ditch

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project. This report does not include the status of Railroad & Utilities' files that may be in the area of this contract, but are reported separately by our Utility Section.

☐ No additional right of way was acquired. Construction can be accomplished within the existing right of way.

☒ Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * * *

☒ There are no individuals or families to be displaced from residential improvements.

☐ All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

1 Versteeg ✓
Anderson
3 Christensen W
Olson
2 Sullivan JWS
Terpin
Trout
Wakerlig

RECEIVED
MAY 28 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

FCL: jr

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Contains
Recycled
aterial

7331

Umatilla Co.

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/27/81
Donald L Rout

John

June 25, 1981 Bid Letting ___________ All Clear Deadline

SECTION Bensel Rd-Hermiston Ditch Bridge
Highway FAS B571, River Road
County Umatilla Region 5
Type of Work Grade, Pave Funds FAS-C (RRR)
State___ Consultant ___ Plans Avail.___Yes ___No

[illegible] Report ✓

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						2 Exc.
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☐	☒	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☐	☐	☐	☐	

9321

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 530

5-6-81

Attention: Right-of-way Section

Subject: Federal Aid Project No. RS-B571(2) Prefix 530-1960

Project Name Bensel Rd. - Hermiston Ditch Bridge
River Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Pendleton, Oregon, this 26th day of May, 1981

County of Umatilla

F. K. Starrett
County ~~Judge~~/Chairman

Commissioner

Robert Ten Eyck
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date May 27, 1981

Instructions: Complete A or B and C.
R/W File No.

Rp

Section BENSEL RD-HERMISTON DITCH Programming Estimate $

Highway FAS B571 Project Length 2.56 miles

County 9321 UMATILLA 5-14-81 Completion Time 130 cal. days

Kind of Work Grading & Paving Est. Comp. Date

Prefix 530-1960 Letting Date 6/18/81 Project No. RS-B571(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Contract Amount . . . . $ 629,592

1100

600

✓ 100

✓ 25,000

$ 26,800

Subtotal $ 656,392 –

Contingencies (4-1/2%) 29537 64

Engineering (5, 9, 10%) 59,075 28

~~Subtotal~~ $

~~Credit for~~ . . . .

Estimated Net Authorization, Construction . . . . $ 745,004 92

Est. P.E. Cost 34,000.00

APPROVED Total $779,004.92

County share 6% of 779,004.92 = $46,740 24

Road Design Engineer

Rev. 5/79

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 5-14-81

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
Industrial Engineers

Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs

Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 5]
District Number
Resident Engineer

ATTENTION:
Roger Lang

FROM:
PROJECT MANAGEMENT
BRANCH

COMMENTS:
Because R/W, contract time is uncertain.
Please inform the county of the costs

Form 731-0022 (6-80) SP*71282-734

Section BENSEL RD-HERMISTON DITCH Programming Estimate $
Highway FAS 3571 Project Length 2,56 miles
County UMATILLA Completion Time 130 cal. days
Kind of Work Grading & Paving Est. Comp. Date
Prefix 530-1960 Letting Date 6/18/81 Project No. RS-3571(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 629,592
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1100	
Temporary Pavement Striping	600	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control ✓	100	
State Furnished		
Roadside Seeding & Mulching		$ 26,800
Asphalt Cement Adjustment ✓	25,000	
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 656,392 –
Contingencies (4-1/2%)		29537^{64}
Engineering (~~8~~, 9, ~~10~~%)		59,075^{28}
~~Subtotal~~		$
~~Credit for~~		
Estimated Net Authorization, Construction		$ 745,004^{92}

APPROVED

Road Design Engineer

Rev. 5/79

OREGON STATE HIGHWAY DIVISION

SU[illegible]ARY--BID SCHEDULE--COST ESTIMAT[illegible]

Sheet 1 of 2

Date

Section [illegible] - Hermiston [illegible]

County

Kind Of Work

Length

Name [illegible]

5-11-41

No	Item	Code	Unit	Quant.	Unit Cost	Total
	[illegible]		All	All	(9%)	52,000
	Temporary Protection and Direction of Traffic		All	All		4,500
	Temporary Signs		Sq Ft	267	6 -	1,602
	Temporary Barricades		Each	35	125 -	4,375
	Flagmen		Hr.	750	25.00	18,750
	Pilot Car		Hr	250	30.00	7,500
	Clearing and Grubbing		All	All		4000.00
	General Excavation		Cu Yd	13,630	3.70	50,431
	Ditch Excavation		Cu Yd	46	10.00	460
	Trench Excavation		Cu Yd	460	15.00	6,900
	Finishing Roadbed and Slopes		Mile	2.56	2500.00	6,400
	Watering		M-Gal	330	15.00	4,951
3	Pit Run Aggregate Subbase		Ton	13,700	4.50	61,650
	Aggregate Leveling Course		Ton	3,770	7.00	26,390
15	Class "B" Asphalt Concrete Mixture		Ton	10730	12.50	134,12
	Class "B" Asphalt Concrete Mixture in Leveling		Ton	1810	12.50	22,62
	Asphalt Cement in Mixture		Ton	804	193.00	155,17
3	Asphalt in Tack Coat		Ton	16	200.00	3,20
	12-inch Culvert Pipe		Lin Ft	172	23.00	3,95
	18-inch Culvert Pipe		Lin F	322	28.00	9,01
1	Extra for Pipe Under Pavement		Lin Ft	154	15.00	2,31

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date

Section Bened Rd

County

Kind Of Work

Length

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
2	4-inch Drain Pipe		Lin Ft	400	4^{00}	1,600
	6-inch Drain Pipe		Lin Ft	500	7^{00}	3,500
	8-inch Drain Pipe		Lin Ft	860	8^{00}	6,88
	Filter Fabric		Sq Yd	1750	2^{00}	3,500
	Gravel in Drains		Cu Yd	270	20^{00}	5,400
	Type 2 Fence		Lin Ft	7200	3^{00}	21,600
	Extra for Asphalt Approaches		Each	26	200^{00}	5200
9	Delineators, Type 2		Each	80	20^{00}	1600

```
                                    ** JOB TOTALS **              **              **       148.59  **

   BENSEL R-HERMISTON DITCH    CONT NO        FA PROJ NOS RS  571002 100                                STATE
                                  530    1960     296      00 N 9     3,458.93CR       14,454.84CR      28,804.75CR




TOTAL TO DATE JOB COST SUMMARY                                               MARCH 1981        PAGE  843

                                                                               FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX        FUNCTION   GR   CURRENT MONTH   YEAR TO DATE       TO DATE
                                  530    1960     298      00 N 9     3,458.93         14,454.84       28,[illegible].75
                                  530    1960     901      00 P 1     1,132.82          2,006.65       16,374.10
                                  530    1960     901      00 N 1                                           8.00
                                  530    1960     905      00 P 1        31.69          5,572.79        5,572.79
                                  530    1960     909      00 P 1     1,127.90          5,8[illegible]9.79        5,869.71
                                  530    1960     910      00 P 1                         332.97        2,511.38
                                  530    1960     911      00 P 1                         156.00          156.00
                                  530    1960     913      00 P 1        13.50             13.50           13.50
                                  530    1960     914      00 P 1                         165.81          165.81
                                  530    1960     918      00 P 1                          10.50           10.50
                                  530    1960     920      00 P 1                                          23.42
                                  530    1960     921      00 P 1                         127.28          127.28
                                  530    1960     922      00 P 1                          24.23           24.23
                                  530    1960     923      00 P 1        30.46          1,520.68        1,5[illegible]6.72
                                  530    1960     950      00 P 1                                         340.72
                                                  TOT      P1         2,336.37         15,790.20       32,741.16
                                                  TOT      N1                                               8.00
                                            ** JOB TOTALS **          2,336.37  **     15,790.20  **   32,749.16  **

   LOOKINGGLASS CR BRIDGE      CONT NO        FA PROJ NOS SRS 00S026 100                                STATE
                                  531    1918     901      00 N 1                                         737.09
                                  531    1918     906      00 N 1                                          12.74
                                  531    1918     910      00 N 1                                          43.48
                                  531    1918     918      00 N 1                                         155.28
                                  531    1918     924      00 N 1                                          18.81
                                  531    1918     926      00 N 1                                       2,341.46
                                                  TOT      N1                                           3,308.86
                                            ** JOB TOTALS **                    **               **     3,308.86  **

   LOOKINGGLASS CK BR PALMER JCT  CONT NO      * FA PROJ NOS RS  613001 100                             STATE
                                  531    1925     296      00 N 9                                       9,63[illegible]CR
                                  531    1925     298      00 N 9                                       9,63[illegible]
                                  531    1925     901      00 P 1                                       2,5[illegible]
                                  531    1925     901      00 N 1                                          4[illegible]
                                  531    1925     905      00 P 1                                         2[illegible]
                                  531    1925     906      00 P 1                                       5,79[illegible]
                                  531    1925     909      00 P 1                                          [illegible].00
                                  531    1925     910      00 P 1                                          [illegible].18
                                  531    1925     918      00 P 1                                       1,402.49
                                  531    1925     920      00 P 1                                          11.60
                                  531    1925     921      00 P 1                                         41[illegible].25
                                  531    1925     924      00 P 1
```

9321

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
REGION 5 OFFICE

In Reply Refer to
File No.:

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

May 12, 1981

The Hon. F. K. Starrett, Chairman
Umatilla County Board of Commissioners
Umatilla County Courthouse
Pendleton, Oregon 97801

Dear Woody:

Re: Bensel Road-Hermiston Ditch Section, FAS B-571, Old River Road

Thank you for your letter of May 1, 1981 expressing your concern over the delays in advancing the project to contract letting. I am very sorry to learn of the fatal accident on this proposed project and I can only hope another accident does not occur before improvements can be made.

As I indicated to Carlos last week, it is our intention to call for bids on June 25, 1981 provided the following items are cleared by June 1 or sooner and Federal funds are available:

1. Right of Way (County to obtain)
   Descriptions have been furnished to Carlos and it is my understanding BLM has said they would have everything cleared by June 1. Also, the other parcel may now be cleared.

2. Archeological Survey
   Maxine Banks, Environmental Section, Salem, has advised me the archeological dig is now complete and sign off should be accomplished in the next few days.

Upon acquisition of the right-of-way and proper certification, we should be able to proceed towards contract letting.

I regret the lengthy amount of time taken to develop the project. The discrepancy in property ownerships (County Assessor maps in error) plus the potential archeological site threw us two curves that we had not anticipated. Hopefully future projects entrusted to the State will not encounter problems that will require such a long development period.

At this time, I do not believe there is anything to be gained by contacting anyone else as we have the earliest possible date for contract letting identified.

Sincerely,

Roger C Lang

Roger C. Lang
Region Federal Aid Engineer

RCL/vt
cc: D. E. Swan w/enc.
Gary Potter w/enc.
Hal Versteeg w/enc.
Don Harwell w/enc.
Bob Ewen w/enc.
Harold Brainerd w/enc.
W. C. Ferguson w/enc.

Rec'd May 11, 1981

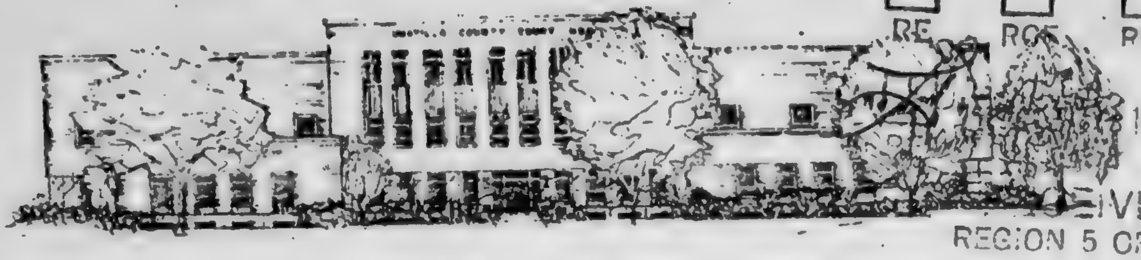
UMATILLA COUNTY BOARD OF COMMISSIONERS

COMMISSIONERS
F.K. "Woody" Starrett
A.L. "Bud" Draper
Bob Ten Eyck

STAFF
Michele Hallman
Legal Counsel

Marcia Wells
Office Manager

216 S.E. 4th P.O. Box 1427 Pendleton, Oregon 97801
Phone 503/276-7111



☐ RE ☐ RCE ☐ RME ☐ RC

1981
RECEIVED
REGION 5 OFFICE

May 1, 1981

Mr. Pat Swartz
Region Engineer
2111 Adams
La Grande, Oregon 97850

✓ Mr. Roger Lang
Federal Aid Engineer
2111 Adams
La Grande, Oregon 97850

"Old River Road" Project; Hermiston

Dear Gentlemen:

We continue to get lots of calls for replacement/repair of the Hermiston to Umatilla River Road. I have explained to the press and news media that this "often delayed" project is still in the works for '81. I have, however, about ran out of excuses for the delays and postponements of the project. Yesterday, there was a fatality on the road involving a 20 year old woman. It will be rough answering the complaints over the next few weeks. ✓

My purpose in writing is to ask if "ANYTHING" can be done to get this stalled project moving. It's expensive to repair, the road is dangerous, and we need the work locally to help the economy.

There are a hundred good reasons for getting the project done as soon as possible. I can see nothing to be gained by continuing to promise the citizens that the "State" is going to do the project sometime!

If there are those in State Government who we should be seeing, I would appreciate getting their names and addresses. I can feel pressure building from the citizens to move toward political answers if the State delays much longer. ✓

Call or write soon so we can work together on this issue.

Sincerely,

F. K. Starrett

F. K. Starrett, Chairman
Board of Commissioners

cy D.E. Sevan
Gary Potter
Hal Versteeg Don Harwell ✓
Bob Ewen,
Harold Brainerd
FKS:mw
W.C. Ferguson

Drott

9321

4-81

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TOTAL TO DATE JOB COST SUMMARY                                                      APRIL 1981        PAGE  869
                                                                                       FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX        FUNCTION   OR   CURRENT MONTH   YEAR TO DATE       TO DATE
                                    630   1939     921       00 P 1                                       634.43
                                    630   1939     [illegible] 00 P 1                                     110.24
                                                   TOT       P1                         3.11CR         14,113.80
                                                ** JOB TOTALS **              **        3.11CR**       14,113.80  **

                                                                                                                   STATE
   UMATILLA SIGNING PRJ 82        CONT NO       FA PROJ NOS HES 005001 100              48.68CR           133.73CR
                                    630   1967     296       00 M 9                     48.68             133.73
                                    630   1967     298       00 M 9                                       146.09
                                    630   1967     901       00 P 1                                         2.50
                                    630   1967     921       00 P 1                                       148.59
                                    630   1967     [illegible] 00 P 1                                     148.59
                                                   TOT       P1
                                                ** JOB TOTALS **              **                  **       148.59  **

                                                                                                                   STATE
   BENGEL R-HERMISTON DITCH       CONT NO       FA PROJ NOS RS  671002 100
                                    630   1960     296       00 M 9      768.88CR      15,223.72CR       29,573.63CR
                                    630   1960     298       00 M 9      768.88        15,223.72         29,573.63
                                    630   1960     [illegible] 00 M 9    221.77         2,[illegible].42  16,[illegible].82
                                    630   1960     [illegible] 00 P                                          8.00
                                    630   1960     [illegible] 00 P       16.80         5,589.59          5,589.59
                                    630   1960     906       00 P        331.47         6,191.26          6,201.18
                                    630   1960     910       00 P                         332.97          2,511.38
                                    630   1960     911       00 P                         156.00            156.00
                                    630   1960     912       00 P         [illegible]     [illegible]        50.38
                                    630   1960     916       00 P         13.50           179.31            179.31
                                    630   1960     918       00 P                          10.50             10.50
                                    630   1960     920       00 P                                            28.42
                                    630   1960     921       00 P                         127.28            127.28
                                    630   1960     922       00 P                          24.23             24.23
                                    630   1960     923       00 P        150.01         1,670.69          1,696.73
                                    630   1960     924       00 M        397.09           397.09            737.81
                                    630   1960     [illegible] 00 M 1     82.38            82.38             82.38
                                                   TOT       P1        1,169.52        16,959.72         33,910.68
                                                   TOT       M1           82.38            82.38             90.38
                                                ** JOB TOTALS **       1,251.90  **    17,042.10  **  —  34,001.06  **

                                                                                                                   STATE
   LOOKINGGLASS CR BRIDGE         CONT NO       FA PROJ NOS SRS 005026 '20                                737.09
                                    631   1918     901       00 M 1                                        12.74
                                    631   1918     906       00 M 1                                        43.48
                                    631   1918     910       00 M 1                                       155.28
                                    631   1918     918       00 M 1                                        18.81
                                    631   1918     924       00 M 1                                     2,341.46
                                    631   1918     926       00 M 1                                     3,308.86
                                                   TOT       M1                                         3,308.86
                                                ** JOB TOTALS **              **                  **     3,308.86  **

                                                                                                                   STATE
   LOOKINGGLASS CK BR PALMER JCT  CONT NO     3 FA PROJ NOS RS  613001 100                              9,632.29CR
                                    631   1925     296       00 M 9
```

9381

L

STATE OF OREGON
HIGHWAY DIVISION

INTER OFFICE MEMO
ENV 3

TO: Roger Lang
Region Federal Aid Engineer

DATE: April 21, 1981

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Archeology Work
Bensel Road-Hermiston Ditch Bridge Section
FAS B 571 (River Road)
Umatilla County

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
APR 22 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

As per your April 6, 1981 memo to the files, we are proceeding with the Phase II archeological exploration and testing of the potential site on the subject project. Our archeologist is assembling a crew and plans to perform the testing the week of May 9-16. Your recent memo also stated that this was a "late breaking development" and that "Umatilla County has no alternatives except....", so I am responding with comments for your information.

The archeological work was conducted at the usual time in our process. The archeology is scheduled after the preparation of preliminary contract plans for several reasons. First, most projects do not even need a field survey. When projects do not disturb new ground (or only previously disturbed ground) they are cleared with the State Historic Preservation Office (SHPO) right here in Salem. Second, surveys conducted prior to the finalization of design means a possibility of surveying more land because of alternatives, and/or extends the possibility of invalidating the survey due to changes in final design that cause the project to encroach into areas not surveyed. In either case, survey costs increase. Third, some projects are cancelled, or are downscoped to the point where a survey is not needed, hence expenses for earlier surveys would be needlessly incurred.

As I stated in my March 26, 1981 memo, once a site is discovered, several alternatives are immediately explored. On this project, a change in alignment to miss the site, and a change in grade to fill over the site were both investigated by our Design Section and found to be far greater in cost than the budget of $8,950.00 for the Phase II testing. It goes without saying that the project can be abandoned at this point to avoid the expenditure, but that was thought not to be appropriate.

The Phase II exploration will test the site and determine, (a) whether it is indeed a site or not, and (b) if it is a site, how significant the site is in terms of period of occupation, length of time, use, amount of debris, and other items considered relevant by archeologists in determining significance.

If the site is not significant, the Phase II testing will be the end of the process, and clearance will be obtained from the SHPO so that the project can proceed to contract. This would be typical of most of our projects that effect archeological sites.

However, if the site is determined to be significant, and the significance is sufficient such that the site is considered eligible for the National Register of Historic Places, then ODOT and FHWA must follow Determination of Eligibility procedures. Upon completion of these procedures, if the site is determined to be eligible for the National Register, then Phase III (major salvage) work would need to be undertaken. Since these costs can be quite high, re-examination of or abandoning the project usually occurs at this point before deciding to proceed with Phase III salvage and all the other paper work associated with the requirements of the National Historic Preservation Act.

Hopefully, we won't get to this point on this project, but I did want to warn you that the possibility exists. As you are probably aware, we have reached the Phase III stage on Interstate 82, but we are in the process (in cooperation with FHWA) of appealing that salvage and dollar amount.

I think it is also important to remember that the source of this myriad of requirements and process is external to the Highway Division and FHWA. We are simply trying to comply with the Historic Preservation Act so that Federal funds may be used to build the project. Whether the Reagan administration will help us out in terms of relief from this process remains to be seen.

I thought some of these points should be brought out after reading your April 6, 1981 memorandum. Please let me know if you have any questions. Also, if there are changes that you would like to see in our timing or think that some projects can be successfully surveyed earlier, please let me know.

GAP:ct

cc: H. S. Coulter
E. S. Hunter
W. E. Schwartz

1321

LOC 17
530-196

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to Files

DATE: April 6, 1981

SUBJECT: Archeological Survey (Phase II)
Bensel Rd - Hermiston Ditch
FAS B 571 (River Road)

As confirmed with Carlos Van Elsberg, D.P.W., Umatilla County has no alternative except to approve the Archeological Survey (Phase II) as required by FHPM 7-7-4 (PPM 20-7). However, the Board of Commissioners are not overjoyed about this late breaking development which further delays a much needed project.

The Board of Commissioners strongly recommend this study be completed without further delay so that the project may be advertised for contract letting at the earliest possible date.

Roger C Lang
Roger C. Lang
Region Federal Aid Engineer

RCL/dp
cc: F. K. Starrett, Chrmn., Umatilla Co. Board of Commissioners
Carlos Van Elsberg, D.P.W., Umatilla County
Gary Potter
D. E. Swan
W. C. Ferguson

Contains
Recycled
Materials
81-125-1387

9321

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

April 2, 1981

Mr. Carlos Van Elsberg
Director of Public Works
Umatilla County Road Dept.
Pendleton, Oregon

Dear Carlos:

Re: Bensel Rd. - Hermiston Ditch Section
FAS B 571

Enclosed is a copy of a letter to Robert Prange from Gary Potter, Manager, Environmental Section, identifying the need for "Site Exploration" (Phase II) because of relics found by our archeologist during his reconnaisance survey. This survey was performed in compliance with Federal Highway Program Manual, Vol. 7, Chapter 7, Section 4 (PPM 20-7) which outlines the requirements for Archeological and Paleontological salvage on Federally funded projects.

As stated in paragraph 2 of Mr. Potter's letter we explored methods of avoiding the site, but found the cost to be excessive. Also, the grade change may require more right of way for slope easements.

At this point we need to know which course of action to follow:

1 - Proceed with site exploration (Phase II)

2 - Raise the grade so we are embanking over the site.

3 - Abandon the project.

Please review this matter with the Board of Commissioners at the earliest possible.

Sincerely,

Roger C. Lang
Roger C. Lang
Region Federal Aid Engineer

RCL/dp
Enc.
cc: Gary Potter
Bob Prange
W. C. Ferguson

7321

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: Robert Prange
Project Management

DATE: March 26, 1981

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Bensel Road-Hermiston Ditch Bridge Section FAS-C
Umatilla County
Archeological Site Exploration (Phase II)

Rick Pettigrew, archeologist under contract to O.D.O.T., performed an archeological reconnaissance survey on the Bensel Road-Hermiston Ditch Bridge project on February 12th of this year. One archeological site was identified in the project affected area.

Contact was made with Norman Mann of the Road Design Section, who explored the possibilities for avoiding the site. He determined that a change of alignment would not be economically feasible and changing grade in order to place fill over the site would be $25,000. Cost of both of these procedures is considerably more than $8,950, the total for Phase II.

Site exploration, or Phase II, will determine whether any further examination or archeological salvage is necessary. It is possible that the project can be cleared for construction following completion of this work.

We would appreciate your informing the Umatilla County officials so that they can decide the proper course for project development. Please let us know if you need additional information.

GAP:MB:lb

3-30-81

TO: ROGER LANG - PLEASE HANDLE. - THANKS

RHPrange

Rp

— 21

Umatilla

ROAD DESIGN SECTION 378-6558

March 6, 1981

J. B. Boyd, Manager
Right of Way Section

J. H. Versteeg
Road Design Engineer

File No. 51882-A and 51882-B
Bensel Road-Hermiston Ditch Bridge Section
River Road (County Road)
Umatilla County

Attached are descriptions, an authorization and prints for the subject project, scheduled for September 24, 1981. Right of Way is to be acquired by County.

By: R

Robert R. Rounds
R/W Descriptions Supervisor

RRR:rlr
Attachments

9321 3-6-81 2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B571(2)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Umatilla
3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 90295
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/29/81
8. FEDERAL ROUTE NUMBER Secondary B571
9. STATE ROUTE NUMBER County Road
10. GENERAL LOCATION:
Hermiston Ditch Bridge - Bensel Road
11. GENERAL DESCRIPTION OF WORK
Program change
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (*Specify*) See below

13. REMARKS

As requested in Mr. Swan's letter of 2/19/81 this will confirm the advance approval date of 1/13/81 for program change adding to the character of proposed work archeological salvage and authorization to proceed at a TEC of $1,270 Federal Funds $1,119.

A signed copy of the agreement is returned herewith.

(The above authorization does not require an additional obligation of funds)

RECEIVED
STATE HWY ENGR
MAR 12 '81
REFER TO
[illegible]
FOR

14. DATE 3/6/81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Acting Division Administrator

FORM PR 1240 PREVIOUS EDITIONS MAY BE USED

7321

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 19, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

FROM: D.E. Swan Original Signed By D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Archeological Salvage

I request confirmation of Mr. Riedl's verbal authorization for a program change to add archeological salvage including any or all of the three phases of work set forth in FHPM 7-7-4 (PPM 20-7) to the following listed projects:

Project No.	Requested Authorization Date	Project Est. Cost
RS-30-002(1)	1-13-81	$1,385.00
RS-B571(2)	1-29-81	$1,270.00

It is understood your confirmation of the preceding request will result in authorization to proceed with the work. The estimated total cost of each project is as tabulated with no additional obligation of Federal funds at this time. Additional Federal funds will be requested when and if the need raises to justify an increase in preliminary engineering expenditure. Reimbursement will be claimed on an actual cost basis.

Enclosed are two copies each of form "Archeology Authorization" for each project for your approval. Upon approval please return one approved copy of each for our files.

I further request confirmation of Mr. Riedl's verbal authorization to proceed with work by the University of Oregon for each project on the date shown in the preceeding tabulation.

JLG:bkc
Enc.
cc: Gary Potter
H. Reynoldson

Form 734-3122

9321

UMATILLA COUNTY
ROAD OFFICE
PENDLETON, OREGON

☐ RE ☐ RCE ☐ RME ☐ ROE
☑ RFA FEB 06 198 ☐
RECEIVED
REGION 5 OFFICE

February 5, 1981

Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Attention: Mr. Roger Lang

Re: Right-of-way Bensel Road/Hermiston Ditch Project

Dear Roger:

It has become apparent that it will be necessary to purchase some right-of-way on the Bensel Road/Hermiston Ditch Project. Would you, therefore, do whatever is necessary to program right-of-way acquisition into said project?

Thanking you in advance, I remain.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg
Carlos Van Elsberg
Public Works Director

CVE/bb

cy Hal Reynoldson

Harold Brainard

Please furnish est. of cost for R/W at 11th St. (Butter Cr. Rd) Connection - this will be the only R/W cost as the County will obtain const. & perm easements on the other parcels.

Roger

9321

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Operation Programming Engineer

DATE: December 22, 1980

FROM: Roger C Lang
Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Preliminary Plans
Bensel Rd.-Hermiston Ditch Section
FAS B571 (River Road)
Umatilla County

Enclosed is copy of preliminary plans for the above subject project which have been approved "as noted in red" by the Umatilla County Board of Commissioners.

The notations by Umatilla County are self explanatory and require no further explanation. A copy of the approved preliminary plans have been sent to the Design Section.

It is hoped the right-of-way questions may be resolved very soon and this project advanced in the letting schedule.

RCL/dt
Enclosures

cc: Duane Christensen w/enclosure
W. C. Ferguson

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
DEC 24 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

Contains
Recycled
Materials
81-125-1387

F OREGON
TRANSPORTATION
WAY DIVISION

OPOSED PROJECT

ISTON DITCH BR. SEC.
(RIVER ROAD)
LA COUNTY

PRELIMINARY COPY
DEC ? 1980
SUBJECT TO CHANGE

BENSEL RD. - HERMISTON DITCH BR. SEC. FAS-B571 (RIVER ROAD) UMATILLA COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAS-C (RRR)

Astoria
Seaside
Tillamook
Lincoln City
Newport
Waldport
Florence
Reedsport
North Bend
Coos Bay
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Roseburg
Eugene
Albany
Salem
Portland
Hood River
The Dalles
Pendleton
La Grande
Baker
John Day
Mitchell
Prineville
Burns
Ontario
Vale
O R E G O N

APPROVED Dec. 17 1980
BOARD OF COMMISSIONERS OF Umatilla COUNTY
BY S. K. Stonoff
COMMISSIONER
Paul Robertson
COMMISSIONER

rrlestown
Elm
10
ERMISTON

Sketch Map
Scale 1 in. = 1500 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. Coulter ENGINEER

OREGON TRANSPORTATION COMMISSION
Anthony Yturri CHAIRMAN
Tom Walsh VICE CHAIRMAN
Gordon Coleman COMMISSIONER
Peter J. Brix COMMISSIONER
Michael P. Hollern COMMISSIONER
Fred B. Klaboe DIRECTOR OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
APPROVED

#9321

FAS B571

Robert Hector
Region 4 Construction Engineer

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

October 30, 1980

Duane O. Christensen
Final Design Engineer

Bensel Road-Hermiston Ditch Bridge
FAS B571
Umatilla County

We are preparing the encroachment map on this project and find that we need the following data to complete the map.

1. Railroad alignment data
2. Ties between the highway and railroad centerlines
3. The cross-sections need to be extended at 100' intervals to include the railroad tracks. Also, we will need to be able to determine the railroad stationing for each section.

The encroachment area lies between Sta. 363+00 to Sta. 378+00.

To guide you in obtaining this information we are attaching copies of pages 67 and 67a from Technical Bulletin 19 which describes the necessary data needed. Also, we are enclosing copies of the cross-section notes and a print of the encroachment map.

We would appreciate this information no later than December 1, 1980, as it takes a minimum of 6 months to obtain an encroachment from the railroad.

NEM:ab
cc: W. C. Ferguson
Helga Boyd
N. E. Mann

9321

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project FAS-B 571(-)
Hermiston Ditch-Benzel Road Section
Umatilla County
(Your File No. PLA 4-1 dtd 7-22-80)

Date: August 8, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed your memorandum of July 22, 1980, requesting this project be considered a 3-R type project and that the typical section consist of two 12-foot travel lanes and 4-foot shoulders.

The project meets the criteria for a 3-R type project and we concur in your request.

G.K Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 13 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sgn	Act	File

9321

July 22, 1980

PLA 4-1

TO: G. L. Green, Division Administrator
Federal Highway Administration
ATTN: Dave Carter, Area Engineer

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Hermiston Ditch - Benzel Road Section
Umatilla County
FAS B571

Since the project will be restoring and resurfacing an existing locally travelled roadway on its present alignment the county is requesting that this project be considered to be a "3R" project. Typical section of this project is to be changed to 2 - 12' travel lanes and 4-foot shoulders. Any additional right-of-way is quite limited because the roadway is sandwiched between the railroad and an irrigation canal.

The county feels that this is in the public interest and your concurrence is requested.

HR:pf

Cliff Laux

9321

7-3-80

HERMISTON DITCH - BENSEL RD.
County Rd. 848 (Old River Rd.)
Umatilla County
530-1960-901

LOCATION NARRATIVE

History:

County Road 848 is a section of the original Old Oregon Trail Highway which was returned to Umatilla County when the Umatilla-Hermiston Section of Highway 395 was completed!

This 3-R project runs from M.P. 3.35 (Bensel Rd.) to M.P. 5.90 (Hermiston Ditch). The main objectives of this project will be to widen and overlay the existing pavement and correct drainage deficiencies which have contributed to the pavement deterioration. Re-establishment of the centerline was a major portion of this survey to determine existing right-of-way.

Typical Section:

The roadbed typical provides for two 12' travel lanes with two 4' paved shoulders.

The surfacing will consist of 10 inches of pit run sub-base, 3 inches of leveling course and 4 inches of class 'B' A.C. A one inch patching and leveling lift of A.C. has also been provided.

Horizontal Alignment:

One of the major objectives of this survey was to re-establish the centerline to insure that right-of-way would or would not be needed. The 1925 original survey alignment was obtained and is used as a basis for establishing the centerline.

A 'P' line was established from control points existing on the Interstate 82 location. These 'P' line points were used to tie all section corners, property pins, detail ties and 'L' line controls.

The original survey used section corners as references to centerline stations. Our main line controls were station 407+70, which is located 3,350 ft. west of the section corner common to sections 27, 28, 33 & 34, T.5N., R.28E., W.M., and station 463+09.5, which is located 810 feet west of the northeast corner of section 4, T.4N., R.28E., W.M.

Horizontal Alignment (cont.):

When these two points were established they fell on the westerly shoulder of the roadway. An adjustment (subt.) of 10 feet was made to both distances to more nearly put the centerline in the middle of the roadway and coincide with existing R/W data. A bearing projection was made comparing the original alignment and our adjusted line. As a result, we corrected the original survey true bearings to grid bearings by +0° 49' 53.54".

Some minor distance corrections were made and equations altered. We changed no curve information (degree, delta, etc.). The Umatilla County Roadmaster was consulted but voiced no objections to the shift in the alignment points.

Vertical Alignment:

We made no vertical alignment changes. There are two or so vertical curves which could have been altered to somewhat increase sight distance, but, due to cost and right-of-way involved, no changes were made. These curves are not considered a traffic hazard.

Materials:

There is a State owned material source (#30-38-5) located in the NE $\frac{1}{4}$, SE $\frac{1}{4}$, Sec. 28, T5N, R28E, W.M. which can be used as a prospective source. There are also two commercial operations working in the same general area.

The Region Geologist has provided a map of the State source which is included in this project documentation. The material in this pit is of good quality. Further information may be obtained from V. Moore, Region 5 Geologist.

Right-of-Way:

There will be no permanent right-of-way acquisitions needed on the project. On the westerly (right) side of the roadway we remain within the survey width of 30 feet. We are requesting a 20 foot construction easement, between sta. 354 and sta. 426, to allow for clearing work. On the easterly side (left) of the highway between sta 352 and sta 407+70 & sta 463 to sta 484 there is an existing encroachment upon the UPRR property. We will need to encroach an additional 5 feet between sta 363 and 372 to provide back slopes. At sta 391 & sta 404 we are showing two permanent ditch easements on the westerly side to provide outfall for drainage facilities.

Drainage:

The drainage facilities have been greatly altered to protect the roadbed from normal and subterranean water which has distorted the existing road.

We are locating several runs of 8" ADS underdrain pipe to collect the subterranean water and discharge it through 8" ADS to the westerly side of the road. These runs of pipe are located at existing marshy areas where there is a constant flow of water.

The existing pipes on this project cannot be utilized to any degree due to flow line depths and ditch revisions. We are planning on abandoning all existing pipes and installing new ones at sags and other critical areas.

Utilities:

There will be utility conflicts on this project.
Some power and telephone poles may have to be adjusted. Also, Pacific Northwest Bell has a buried cable just east of the existing pavement with cable vaults located at approx. M.P. 3.9 and 4.8. The cable may not be at the required permit depth due to rock encounterdd when excavating was done for the cable.

NW Gas has a transmission line crossing the project. This should not cause any problem with our construction work, but, they should be made aware of work being done in this vicinity.

Railroad:

Other than the encroachment discussed earlier in this report we should not become involved with the railroad due to construction activities. Our work will be far enough away from them so as to cause no need for protective costs.

Permanent Signs & Mailboxes:

In discussions with Carlos Van Elsberg, Umatilla County Roadmaster, he indicated that the County would undertake the removal, maintenance and re-installation of existing signs and mailboxes.

Fencing:

Fencing will be needed on the westerly side from approx. sta 352 to 424. The existing fence is interwoven with brush and trees which need to be cleared. The fence appears to be not salvagable. There may be short sections which coulb be salvaged, but, we have shown Type I fence throughout the area.

Ed Neilson
Asst. Res. Engr

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Revised 6/80

Sheet 3 of 3 She

ection Bensel Road - Hermiston Ditch Unit
ighway County Rd 848 (Old River Road) County Umatilla Prefix 530-1960
ength 2.55 mi. Designer Draftsman Date 6/80
igned Title

Grading & Drainage		$ 213,045.5
Surfacing		$ 448,297.75
Extra Work		
Striping	$ 1780 00	
Total Extra Work		$ 1780 00
TOTAL		$ 661,343 25
+ 20% Engineering and Contingencies		$ 192,268.65
Structures	$	
Total Structures		$ 0
Right of Way		$ 0
Total Estimated Cost		$ 793,611.90

1980-81 Inflation factor: +16% = 920,589.20

QUANTITY SUMMARY & COST ESTIMAT Sheet 1 of 3 Chec

Section Bensel Road - Hermiston Ditch Unit

Highway County Road 848 (Old River Road) County Umatilla Prefix 530-1960

LENGTH 2.55 Miles Computations by Date 6/80

ITEM	UNIT	QUANTITY	UNIT COST	$ AMOUNT
1 Mobilization	LS	100%	8%	48,098.00
2 Temp. Prot. & Direct. Traffic	LS	100%	2%	12,024.00
3 Temp. Signs	Sq. Ft.	336	6.00	2,016.00
4 Flagmen	Hr.	1050		24,150.00
5 Pilot Car	Hr.	260		7,800.00
6 Clearing & Grubbing	Ac.	4	1000.00	4,000.00
7 General Exc.	Cu. Yd.	13,633	5.00	68,165.00
8 Trench Exc.	Cu. Yd	290	10.00	2,900.00
9 Ditch Exc.	Cu. Yd.	50	8.00	400.00
10 Finish Roadbed & Slopes	Mile	2.55	2,500.00	6,375.00
11 Watering	M-gal.	400	10.00	4,000.00
12 Pit Run Subbase (6"-0)	Ton	19,945	3.75	74,793.75
13 3/4"-0 Leveling Course	Ton	4,207	8.00	33,656.00
14 1¼"-¾" Agg Filter Mat'l in Drains	Cu. Yd.	312	15.00	4,680.00
15 Class "B" A.C.	Ton	12,227	14.00	171,178.00
16 Asphalt in Mixture	Ton	835	202.00	168,670.00

PAGE TOTAL .... $ 632,905.75

QUANTITY SUMMARY & COST ESTIMAT Sheet 2 of 3 Shee

Section Bensel Road-Hermiston Ditch Unit

Highway County Rd 848 (Old River Rd.) County Umatilla Prefix 530-1960

LENGTH 2.55 Computations by Date 6/80

ITEM	UNIT	QUANTITY	UNIT COST	$ AMOUNT
17 12" Culv. Pipe	Lin. Ft.	60	24^{00}	1,440^{00}
18 18" Culv. Pipe	Lin. Ft.	274	34^{00}	9,316^{00}
19 8" ADS	Lin Ft	1,758	2^{50}	4,395^{00}
20 Filter Material, Fabric	Sq. Yd.	1,953	2^{50}	4,882^{50}
21 Extra For Pipe Under Pavement	Lin. Ft.	110	12^{00}	1,320^{00}
22 Delineators	Ea.	82	22^{00}	1,804^{00}
23 Extra For A.C. Approaches	Ea.	16	200^{00}	3,200^{00}
24 Rip Rap Class 70	Cu. Yd.	20	15^{00}	300^{00}

PAGE TOTAL .... $ 26,657.50

Form 81-734-3363

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 530-1960 Highway County Road #848 Section Hermiston Ditch - Bensel Rd.

Highway Class .... Date 27 May 1980

Yes	No	N/A*	
			1. Are the following being submitted?
☒	☐	☐	a. Detail Map (Hard Copy).
☐	☐	☒	b. Small Scale Ownership Map.
☐	☐	☒	c. Abandonment Map.
☐	☐	☒	d. Vicinity Maps (PUC and Structures).
☒	☐	☐	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☒	☐	☐	g. Location Profile.
☒	☐	☐	h. Located Line Cross Sections.
☐	☐	☒	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☒	☐	☐	l. Coordinate Sheets.
☒	☐	☐	m. Clearing and Grubbing Chart.
☒	☐	☐	n. Report on Bench Mark Recoveries (Form E-369)
☒	☐	☐	(1) Description of Bench Mark (Form E-185).
☒	☐	☐	(2) Report on Condition of Bench Mark (Form E-186).
☐	☐	☒	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☒	☐	☐	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☐	☒	q. Property Appraisal and justifications for alternate facilities.
☐	☒	☐	r. Preliminary Soils and Material Report. Region to handle r.,s.,&t.
☐	☒	☐	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☒	☐	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☒	☐	u. Estimate for Movement of Utilities. All on Public R/W
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
	☐	☒	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed? County to handle.
☐	☒	☐	3. Have all required temporary easements been designated as to area, type and duration?
☒	☐	☐	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☐	☒	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☒	☐	☐	6. Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7. Are there slide conditions apparent?
☐	☒	☐	8. Have you been over this project with a Soils representative?
☐	☐	☒	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☐	☐	☒	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☒	☐	☐	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☐	☐	☒	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☒	☐	11. Is relocation of a scale site necessary?
☐	☒	☐	12. Does this project involve construction of a frontage road?
☐	☒	☐	13. Will there be unusual difficulty in handling traffic during construction?
☒	☐	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature W C Ferguson

W.C. Ferguson Locating Engineer

Address P.O. Box 765, Hermiston. 97838

-1321

U. S. DEPARTMENT OF TRANSPORTATION – FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -B571(2)

STATE PROJECT NO. See below

PROGRAM NO.

COUNTY NAME Umatilla

ITEM NO. 90295

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
Mr. G. L. Green
Division Administrator

TO:
Mr. H. S. Coulter
STate Highway Engineer
Salem, Oregon

10-24
Orig

RECEIVED
STATE HWY ENGR
OCT 24 '79
REFER TO
Moehring
FOR
Info | Inves | R/D | D.[illegible] | Sign | Act | File

DATE PS&E APPROVED 10-17-79

DATE AUTHORIZATION EFFECTIVE 10-17-79

FEDERAL ROUTE NUMBER Secondary B571

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Hermiston Ditch Bridge - Bensel Road Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, Grade, Drain and High Type Pavement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $26,900 w/Federal Funds limited to $23,700
☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 9-14-79 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $588,100 Federal funds $518,400 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for the project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 10-17-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-721-018

9-21

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 14, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 90295
Project No. RS-B571(2)
Hermiston Ditch Bridge-Bensel Rd. Sec.
Umatilla County

Enclosed is data for the subject project.

I hereby request the following:

1) Authorization to proceed with all phases of preliminary engineering including utilities preparatory work and archeological salvage at an estimated total cost of $26,900 with an obligation of $23,700 in federal funds.

2) Authorization for construction at an estimated total cost of $588,100 with an obligation of $518,400 in federal funds.

Copies of the State Clearinghouse A-95 review conclusions have been previously forwarded.

CL:dmc
Enc.
cc: W. Schwartz, Reg. 5

Budget Bureau No. 41-R

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. September 14, 1979

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., 1½ mi. N.W. of Hermiston, NW 2.5 mi. 65	ADT	PRESENT DHV 200 2,000	FUTURE (66) --- (70)	YEAR (71) --- (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 PE, Gr., Dr., HT Pave 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 RS- 23	NUMBER 7 B571

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary (RRR)	COUNTY NAME Umatilla			
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. S	FEDERAL-AID B571 (32)	STATE Co. Rd. (36)	(37) U. -

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUND
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"Hermiston Ditch Bridge-Bensel Rd. Section"	2.5	26,900	23,700	1,600	1,600 (O
5					**ROW**							
5					**CONST** (CODE) 6201			2.5	588,100	518,400	34,850	34,850 (

CARD 1	CODE 1	PREPARED BY	CL	PROJECT TOTALS	2.5	615,000 (16)	542,100 (23) (24) (33)	36,450	36,450 (
1	14	PROGRAM APPROVAL DATES						REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

September 14, 1979

ECT LOCATION (45 typewriter spaces) . Rd., 1½ mi. N.W. of Hermiston, NW 2.5 mi. 65	**ADT**	PRESENT DHV 200 2,000	FUTURE --- (66) (70)	YEAR --- (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 075 (4) (9)	ITEM NO. 90295 (14) (16)

WORK (35 typewriter HT Pave 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) RS- 14 23	NUMBER B571 7	SEQ. NO. (2) 13	I. Projects Only POST MI. (24) (26) DESIG. 27

dary (RRR)

COUNTY NAME Umatilla	CODE 059 (14) (16)		PROGRAM STAGE ☐ 1 OR ☐ 2
ROUTE NO. S	FEDERAL-AID B571 (32)	STATE Co. Rd. (36) (37)	U.S. --- (41)

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
E		"Hermiston Ditch Bridge-Bensel Rd. Section"	2.5	26,900	23,700	1,600	1,600 (Co.)	ROW-60' normal; Access Control-none; Parking Restrictions None
OW								
ONST (CODE) 6201			2.5	588,100	518,400	34,850	34,850 (Co.)	
Y	CL	PROJECT TOTALS	2.5	615,000	542,100	36,450	36,450 (Co.)	
				(16) (23)	(24) (33)	REMARKS		

PPROVAL DATES

over-

USCOMM DUSCOMM-DC 48905-P6

Hermiston Ditch Bridge-Bensel Rd. Section
Project No. RS-B571(2)

Existing Facility: 21 foot A.C. surface with 2 foot shoulders

Adjacent Sections:
N. End -- 22-ft. AC surface with 2-ft. shoulders
S. End -- 24-ft. AC surface with 8-ft. shoulders

Project Data: Work under this project consists of the following;

1) Preliminary engineering all phases including utility preparatory work and archeological salvage.
2) Grade, drain and hightype pavement overlay to provide for two 12-ft. travel lanes with 8-ft. shoulders. Adjustment of utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: State and District 12 Clearinghouse A-95 review approval letters dated August 16, 1979 and July 19, 1979 respectively

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on August 1, 1979.

FHPM 7-7-5 Requirements:

a) Public Hearings - Not required under Oregon Action Plan.
b) Location/Design - not a factor in the development of this project.

Accommodation of Utilities: A State-County Agreement complying with para. 6d(1) of PPM 30-4.1 was executed by the Highway Division on August 30, 1979.

Maintenance: A State-County Agreement complying with Section 116, Title 23, USC, was executed by the Highway Division on Aug. 30, 1979.

Data for PR-37:	Preliminary Engineering	$26,400
	Archeological Salvage	500

Note: This project is in Congressional District No. 2.

9321

2.

September 11, 1979

Umatilla County Board of Commissioners
Courthouse
Pendleton, OR 97801

Attention: J. Dean Fouquette, Sr.
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 1153

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning construction of the Benzel Road-Hermiston Ditch Bridge Section of River Road in Umatilla County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

STATE OF OREGON INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: June 8, 1979

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Proposed FAS-C Project (3R-Project)
Umatilla County

Umatilla County is requesting a restoration rehabilitation and resurfacing project on the Hermiston Ditch Bridge - Benzel Road Section on FAS B571 under the 3R's Program. The county is also requesting that this project supersede the Benzel Road - Theatre Road Section, FAS B571, which was authorized on May 27, 1979. This new project is to have 2-12' AC travel lanes with 8' shoulders - 4' being paved and 4' gravel. No additional Right-of-Way is anticipated. Engineering by State. See attached sketch for location. In Summary:

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	County Funds
Umatilla Co.	Benzel Rd.-Hermiston Ditch Bridge Section FAS-B571 Approximately 2.5 miles	$300,000	$264,000	$18,000	$18,000

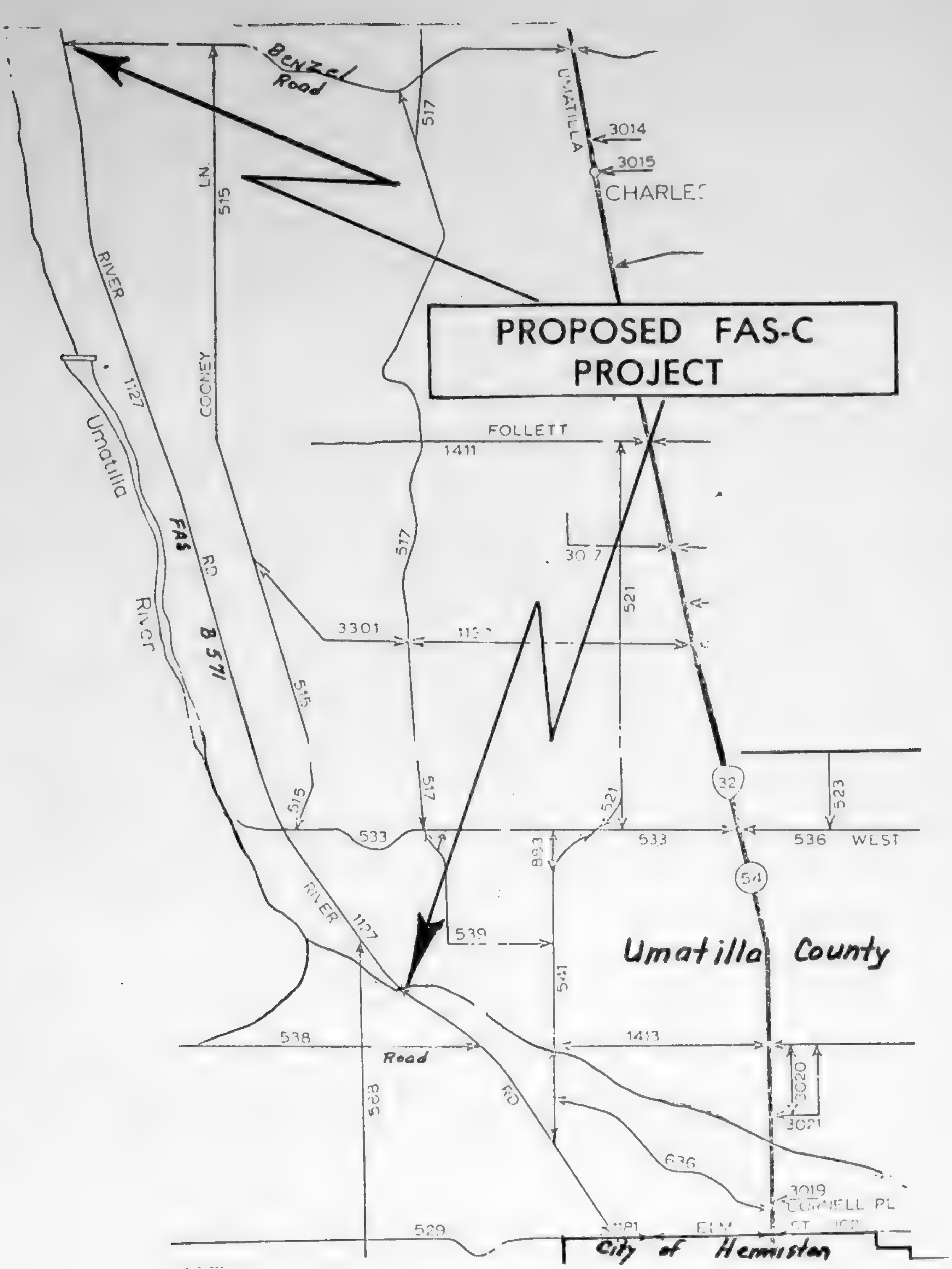
The region and this office have investigated this proposed project confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H S Coulter
State Highway Engineer

Date 6/8/79

HR:pf
Attachment


PROPOSED FAS-C PROJECT
Benzel Road
UMATILLA
3014
3015
CHARLES
517
LN.
515
COONEY
RIVER
1127
Umatilla
River
FAS
RD
B 571
FOLLETT
1411
521
3301
515
517
521
32
523
533
533
536
WEST
54
883
539
Umatilla County
541
538
Road
1413
588
RD
3020
3021
636
3019
CORNELL PL
529
ELM
ST
City of Hermiston

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: May 24, 1979

FROM: D. E. Swan
Federal Aid Engineer

D E Swan

SUBJECT: Proposed FAS-C Project (3R-Project)
Umatilla County

Umatilla County is requesting restoration, rehabilitation and resurfacing of the Theater Road-Bensel Road Section on the Hermiston/Umatilla River Road, FAS B571 under the 3R Program. Roadway is to have 2-12' AC travel lanes with 8' shoulders - 4' being paved and 4' gravel. No additional right-of-way anticipated. Engineering by State. See attached sketch for location. In Summary:

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	County Funds
Umatilla Co.	Theater Rd.-Bensel ✓ Rd. Sec. Hermiston/Umatilla River Road FAS-B571 Approximately 2.5 miles	$300,000	$264,000	$18,000	$18,000

The region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

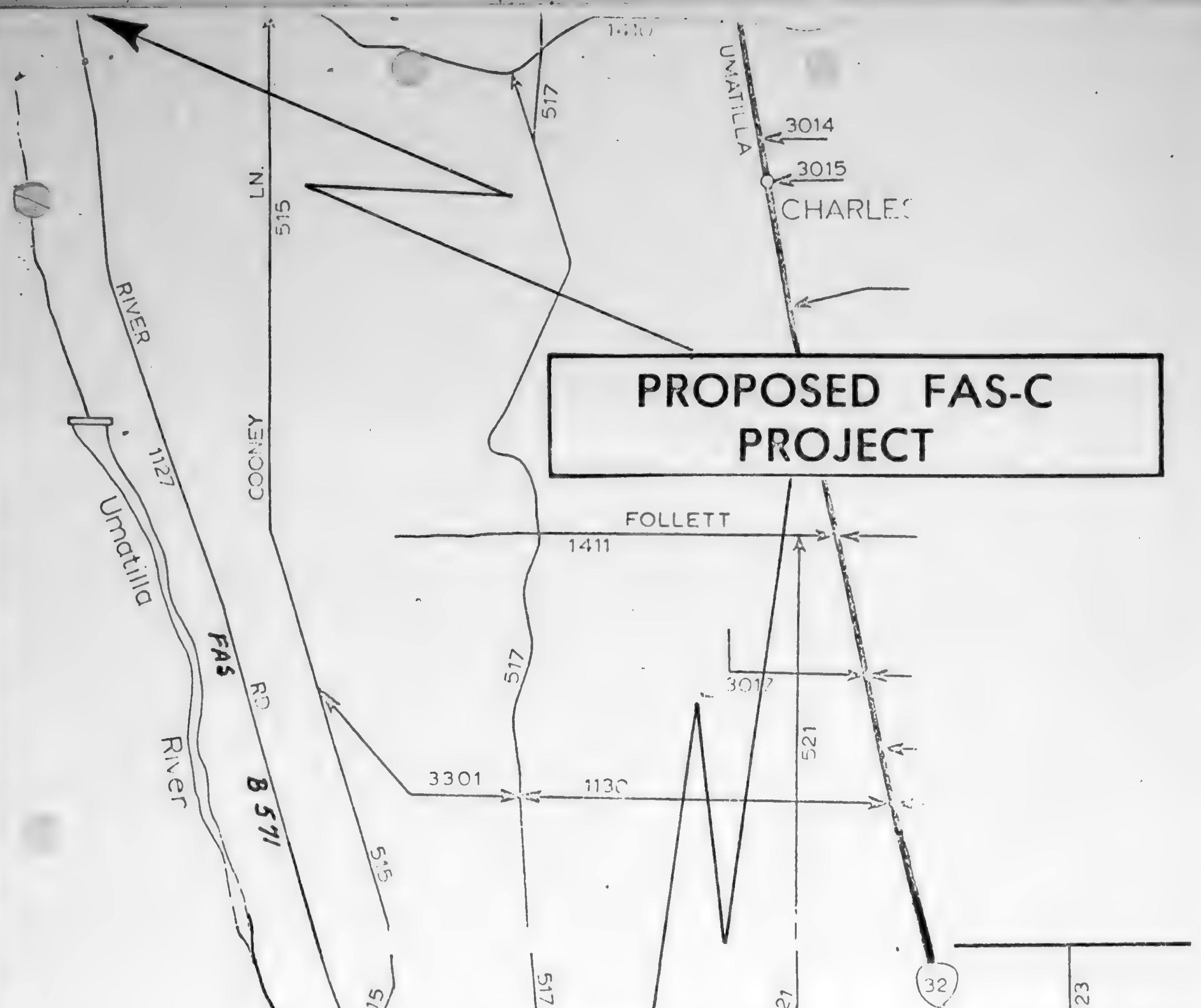
Approved

H S Coulter
State Highway Engineer

Date 5/29/79

HR:pf
Attachment

81-125-1387



PROPOSED FAS-C PROJECT

1430
517
UMATILLA
3014
3015
CHARLES
LN.
515
RIVER
1127
COONEY
Umatilla
River
FAS
RD
B 571
FOLLETT
1411
3017
521
3301
1130
515
517
32
523
533
533
536 WEST
883
54
RIVER
1127
539
541
538
1413
588
RD
3020
3021
636
3019
CORNELL PL
ST. 902
Umatilla County
529
1181
ELM
City of Hermiston

7321

L

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Hermiston Ditch Bridge - Bensel Rd

UMATILLA

DATE: August 16, 1979

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

RECEIVED
STATE HWY ENGR
AUG 22 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
Region Engineer 5
W. E. Schwartz
Dist. Engineer 12
Harry W. Oswald

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7907 2 1 [illegible]

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-98.

6-29-79

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
JUL [illegible]
DIVISION OF STATE LANDS

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 79[illegible] [illegible] Due Date: JUL 27 [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 90 Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency [illegible] By

Umatilla

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: [illegible] Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(x) Additional comments for project improvement. (Attach if necessary)

------------------------Hermiston Dutch Bridge

REMARKS (Please type or print legibly)

The project does appear to be in an archeologically sensitive area.
OLD UMATILLA SITE IS NEARBY - MAY BE LARGEST SITE ON COLUMBIA

Agency____________________ By David G Talbot

9321

L.

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 29, 1979

TO:
Executive Department
Federal Aid Coordination Unit

East Central Oregon Association
of Counties
116 South Main, Room 15
Pendleton, OR 97801

FROM:
D. E. Swan
Operation Programming Engineer

NOTED
H. S. COULTER

SUBJECT:
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 12
Section: Hermiston Ditch Bridge-Bensel Rd.
Highway: FAS-B571, County Road
County: Umatilla

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 30, 1979.

BLG: dmc
Attachments

cc:
G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 5 : W. E. Schwartz
District 12: H. W. Oswald
Aeronautics Division
David Powers, Parks

B. L. Gifford

RECEIVED
STATE HWY ENGR
JUL 5 -'79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 ODOT Building	46] CITY [60 Salem	76] ZIP 97310	
04	12] CONTACT PERSON [45 D.H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Hermiston Ditch Bridge-Bensel Rd.			
11	12] PROJECT LOCATION—CITY FAS-B571 County Road	PROJECT LOCATION—COUNTY Umatilla	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05–10

The proposed project consists of widening, grading, drainage improvement, and overlay paving utilizing the 3-R concept from Bensel Road (MP 3.35) to the Hermiston Ditch Bridge (MP 5.85). The current road is an old, deteriorated, and uneven facility.

The existing road is 25 ft. in width with two 10.5 foot travel lanes and two-foot shoulders. These will be expanded to a 40-ft. facility composed of two 12-ft. travel lanes and 8-ft. shoulders (four ft. paved and four feet gravel). The total length of the proposed project is 2.5 miles.

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	541,200		36,900	36,900		615,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: June 29, 1979

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 July	43] DAY [44 30	45] YEAR [46 1979

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 29, 1979

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RS-B571(-)

PART I. GENERAL INFORMATION

A. Project Identification:

Date June 21, 1979

Section Hermiston Ditch Bridge-Bensel Rd.

Unit (if appl)

County Umatilla FAS-C

City Hermiston - Umatilla

Highway FAS B-571 0530

State Hwy. No.

Termini: M.P. (if appl)

Length 2.5 miles

Region #5

Construction Estimate $614,320
Program Amount

B. Purpose of Project: The proposed project consists of widening, grading, drainage improvement, and overlay paving utilizing the 3-R concept from Bensel Road (MP 3.35) to the Hermiston Ditch Bridge (MP 5.85). The current road is an old, deteriorated, and uneven facility.

C. Origin & History of Project: The River Road from Umatilla to Hermiston is a section of the original Old Oregon Trail Highway which was returned to the county when the newer alignment from Boardman to Pendleton was completed. Since that time the route has received only token maintenance because of limited financial resources by the county. Because of rapidly growing traffic conditions on the Hermiston to Columbia River Highway portion of US 395, River Road has become increasingly attractive as an alternative route. A.D.T. counts in 1977 had reached 2,000. It is anticipated that this route will continue to serve as a major collector even after improvements are made to US 395 and I-82 is constructed.

D. General Description of Project: The existing road is 25 feet in width with two 10.5 foot travel lanes and two-foot shoulders. These will be expanded to a 40-foot facility composed of two 12-foot travel lanes and 8-foot shoulders (four feet paved and four feet gravel). The total length of the proposed project is 2.5 miles.

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 21' ; Med. -- ; Shldrs. 2 ; Parking ______

Proposed: No. Lanes 24' ; Med. ______ ; Shldrs. 8 ; Parking ______

Traffic: Existing Facility: Existing ADT 2,000 ; Projected ADT ______ ; Yr. ______

Existing Level of Service Poor

Proposed Facility: Projected ADT ______ ; Yr. ______

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels ______
Yes, No
2.5 mile narrow strip from the UPRR
Acres < 1 ; Type of Relocation Req. ______________; No. __________

Materials Source, Borrow, Waste Disposal Requirements, if any:

From adjacent slopes and from local sources.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County of COG priorities of project;

High county priority

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

"No build" alternative does not address the problem of growing traffic on an old, bumpy and deteriorated major collector.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The proposed project lies adjacent to the east bank of the Umatilla River between the cities of Umatilla and Hermiston. Situated on the Umatilla Plain about three miles from the Columbia River, the surrounding area is generally flat to rolling, with basaltic outcropping evident along the Umatilla River and at Hermiston Butte (the most prominent local physical feature). Repeated Pleistocene flooding has characterized much of the area with glacial fluvial deposits of poorly sorted silt, sand and gravel. Such soils are very susceptible to wind movement when disturbed. These soils, coupled with annual precipitation of about 10 inches, supports a natural vegetation cover consisting primarily of sagebrush - short grass associations. Riverine vegetation along the Umatilla River is dominated by willows and grasses. Numerous introductions have altered the vegetation specifically affected by the proposed project. Russian olive, black locust and Russian thistle are the major impacted varieties. Wildlife has largely been removed by man's activities, but rabbits, coyotes, birds and small mammals are still found in the area.. Surrounding irrigation has produced some drainage problems that have contributed to distortion of the existing roadway cross section and surface failures.

2. Cultural: The project area is located in a rapidly growing area extending from the Northwestern edge of Hermiston to the Southeastern edge of Umatilla. Rapidly growing traffic on US 395 and exploding adjacent commercial development are producing corresponding traffic increases on River Road. Such traffic increases stem from agricultural induced economic growth in the Hermiston-Umatilla area. Based on the development of over 100,000 acres of agricultural lands since 1970, irrigated agriculture has spawned major industrial (food processing), commercial and residential development in the Hermiston-Umatilla area. From 1970-1978 the populations of Hermiston and Umatilla have grown by 67 percent and 330 percent respectively. Fortunately, the Umatilla River on the west side of the proposed project and the UPRR on the east side have effectively eliminated developments adjacent to River Road. There are no structures involved in the proposed right-of-way acquisition. All right-of-way acquisition is tied to a slope easement from the UPRR. Also, Pacific Northwest Bell has a buried cable about one foot off the easterly edge of the existing pavement. Some power and telephone poles may also have to be adjusted. A small drainage ditch also parallels a portion of the project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Total right-of-way requirement for the proposed project should consist of less than one acre. Right-of-way will consist of a slope easement from the adjacent UPRR.

2. Estimated Impact on Traffic Patterns:

The project will facilitate the movement of an existing pattern.

Consequences--Air Quality, Noise, Safety, etc.:

Increased safety. The narrow, bumpy, deteriorated state of the existing road is creating a growing hazard. Sight distance is limited.

3. Estimated Impact on Land Use:

No adverse impact.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Some Russian olive and black locust trees will require removal

Consequences:

Most of the affected trees are small and exist because of natural propagation. Many are growing too close to the road and are creating a safety hazard because of reduced sight distance.

5. Expected Impact on Cultural and Scenic Resources:

A cultural resources survey may be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Trees and utilities are the major areas of potential concern.

7. Potential for Controversial Issues:

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards

c. Water Quality Standards

) No adverse impact anticipated. Some temporary construction noise. A noise study report will be required.

d. Area Land Use and Transportation Plans, and Zoning

Consistent

C. Recommended Type of Action and Documentation:

------------ MAJOR ACTION ------------------ ----NON-MAJOR ACTION------

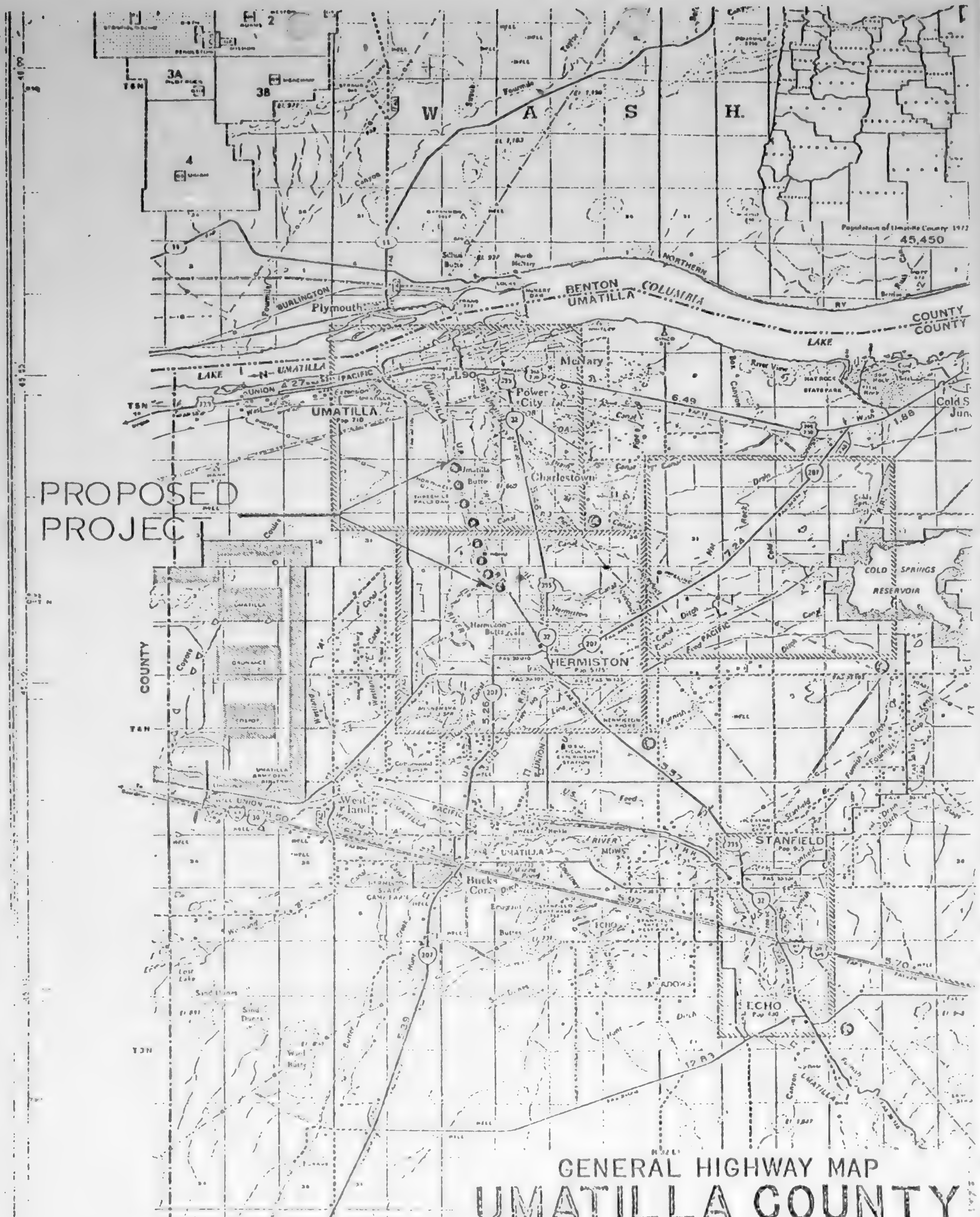
SIGNIFICANT: NON-SIGNIFICANT:

____ D& FEIS ____ D& F Neg. Dec. _X_ ASSESSMENT ONLY

____ Section 4 (f) ____ Section 4 (f) ____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Because of very limited right-of-way acquisition (slope easement only and no structures involved) with no other adverse impacts on either the natural or human environment, recommended action is category 3, non-major.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


WASH.
Population of Umatilla County 1972
45,450
BURLINGTON
Plymouth
NORTHERN
BENTON COUNTY
UMATILLA COUNTY
COLUMBIA
LAKE
LAKE UMATILLA
UNION PACIFIC
McNary
Power City
UMATILLA
Pop 710
Umatilla Butte
Charlestown
PROPOSED PROJECT
COLD SPRINGS RESERVOIR
Cold Springs Junction
Hermiston Butte
HERMISTON
Pop 5115
COUNTY
Westland
Bucks Cor.
STANFIELD
ECHO
Sand Dunes
GENERAL HIGHWAY MAP
UMATILLA COUNTY
OREGON

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

9321

ART 1. GENERAL INFORMATION

A. Project Identification:

Date June 6, 1979

Section Bensel Rd.- Hermiston Ditch Bridge

Unit (if appl)

County Umatilla

City Hermiston - Umatilla

Highway FAS B 571, River Road

State Hwy. No.

Termini: M.P. (if appl)

Length 2.5 miles

Region #5

Construction Estimate $614,320
Program Amount

B. Purpose of Project: The proposed project consists of widening, grading, drainage improvement, and overlay paving utilizing the 3-R concept from Bensel Road (MP 3.35) to the Hermiston Ditch Bridge (MP 5.85). The current road is an old, deteriorated, and uneven facility.

C. Origin & History of Project: The River Road from Umatilla to Hermiston is a section of the original Old Oregon Trail Highway which was returned to the county when the newer lignment from Boardman to Pendleton was completed. Since that time the route has received nly token maintenance because of limited financial resources by the county. Because of apidly growing traffic conditions on the Hermiston to Columbia River Highway portion of US 395, River Road has become increasingly attractive as an alternative route. A.D.T. counts in 1977 had reached 2,000. It is anticipated that this route will continue to serve as a major collector even after improvements are made to US 395 and I-82 is constructed.

D. General Description of Project: The existing road is 25 feet in width with two 10.5 foot travel lanes and two-foot shoulders. These will be expanded to a 40-foot facility composed of two 12-foot travel lanes and 8-foot shoulders (four feet paved and four feet gravel). The total length of the proposed project is 2.5 miles.

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 21'; Med. --; Shldrs. 2; Parking ______

Proposed: No. Lanes 24'; Med. ______; Shldrs. 8; Parking ______

Traffic: Existing Facility: Existing ADT 2,000; Projected ADT ______; Yr. ______

Existing Level of Service Poor

Proposed Facility: Projected ADT ______; Yr. ______

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels ________
Yes, No

2.5 mile narrow strip from the UPRR
Acres < 1 ; Type of Relocation Req. ______________; No. __________

Materials Source, Borrow, Waste Disposal Requirements, if any:

From adjacent slopes and from local sources.

Type of Structure(s):

None.

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County of COG priorities of project;

High county priority

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

"No build" alternative does not address the problem of growing traffic on an old, bumpy and deteriorated major collector.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The proposed project lies adjacent to the east bank of the Umatilla River between the cities of Umatilla and Hermiston. Situated on the Umatilla Plain about three miles from the Columbia River, the surrounding area is generally flat to rolling, with basaltic outcropping evident along the Umatilla River and at Hermiston Butte (the most prominent local physical feature). Repeated Pleistocene flooding has characterized much of the area with glacial fluvial deposits of poorly sorted silt, sand and gravel. Such soils are very susceptible to wind movement when disturbed. These soils, coupled with annual precipitation of about 10 inches, supports a natural vegetation cover consisting primarily of sagebrush - short grass associations. Riverine vegetation along the Umatilla River is dominated by willows and grasses. Numerous introductions have altered the vegetation specifically affected by the proposed project. Russian olive, black locust and Russian thistle are the major impacted varieties. Wildlife has largely been removed by man's activities, but rabbits, coyotes, birds and small mammals are still found in the area. Surrounding irrigation has produced some drainage problems that have contributed to distortion of the existing roadway cross section and surface failures.

2. Cultural: The project area is located in a rapidly growing area extending from the Northwestern edge of Hermiston to the Southeastern edge of Umatilla. Rapidly growing traffic on US 395 and exploding adjacent commercial development are producing corresponding traffic increaseson River Road. Such traffic increases stem from agricultural induced economic growth in the Hermiston-Umatilla area. Based on the development of over 100,000 acres of agricultural lands since 1970, irrigated agriculture has spawned major industrial (food processing), commercial and residential development in the Hermiston-Umatilla area. From 1970-1978 the populations of Hermiston and Umatilla have grown by 67 percent and 330 percent respectively. Fortunately, the Umatilla River on the west side of the proposed project and the UPRR on the east side have effectively eliminated developments adjacent to River Road. There are no structures involved in the proposed right-of-way acquisition. All right-of-way acquisition is tied to a slope easement from the UPRR. Also, Pacific Northwest Bell has a buried cable about one foot off the easterly edge of the existing pavement. Some power and telephone poles may also have to be adjusted. A small drainage ditch also parallels a portion of the project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Total right-of-way requirement for the proposed project should consist of less than one acre. Right-of-way will consist of a slope easement from the adjacent UPRR.

2. Estimated Impact on Traffic Patterns:

The project will facilitate the movement of an existing pattern.

Consequences--Air Quality, Noise, Safety, etc.:

Increased safety. The narrow, bumpy, deteriorated state of the existing road is creating a growing hazard. Sight distance is limited.

3. Estimated Impact on Land Use:

No adverse impact.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Some Russian olive and black locust trees will require removal

Consequences:

Most of the affected trees are small and exist because of natural propagation. Many are growing too close to the road and are creating a safety hazard because of reduced sight distance.

5. Expected Impact on Cultural and Scenic Resources:

No adverse impacts

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Trees and utilities are the major areas of potential concern.

7. Potential for Controversial Issues:

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards

c. Water Quality Standards

)No adverse impact
)anticipated. Some
)temporary construction noise. No
)adjacent receptors.

d. Area Land Use and Transportation Plans, and Zoning

Consistent

C. Recommended Type of Action and Documentation:

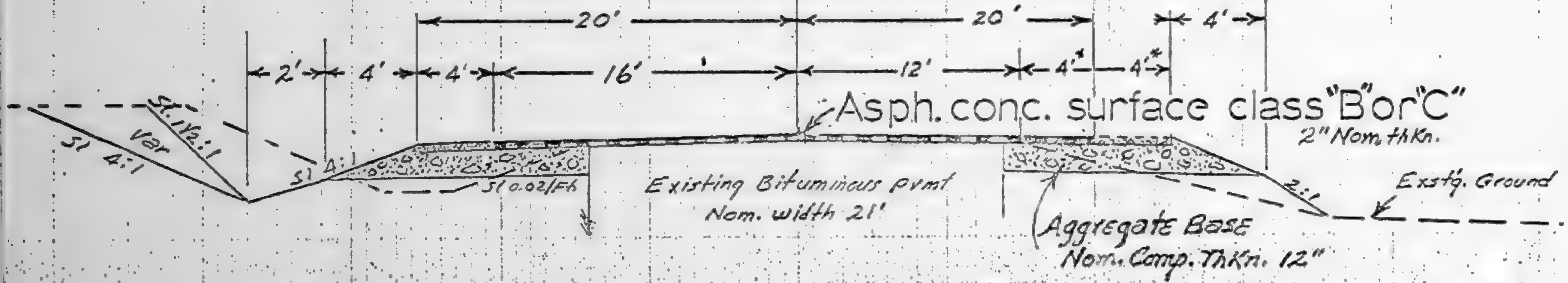
-------------MAJOR ACTION------------------ ----NON-MAJOR ACTION------

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D& FEIS	____ D& F Neg. Dec.	_X_ ASSESSMENT ONLY
____ Section 4 (f)	____ Section 4 (f)	____ STATEWIDE ASSESSMENT

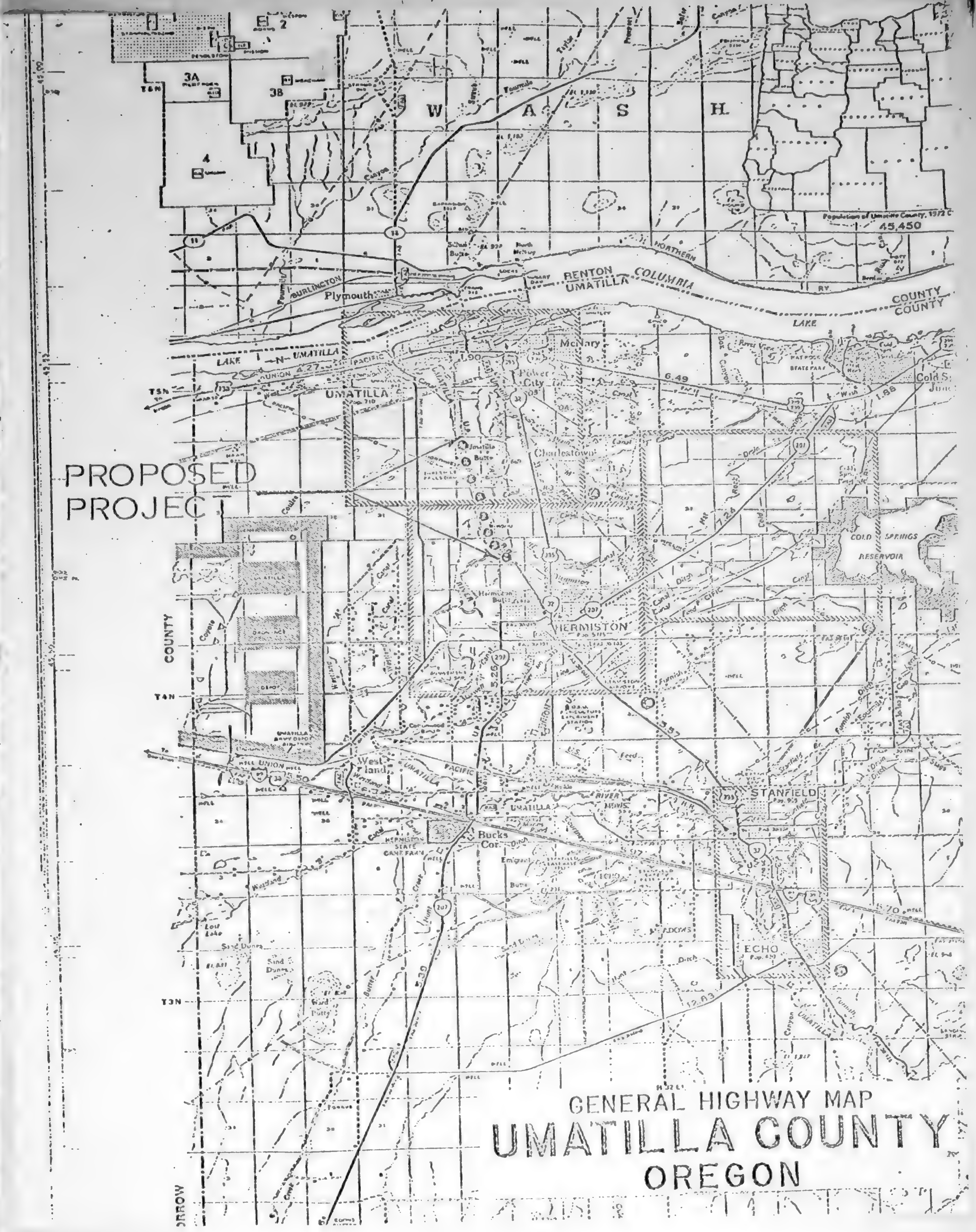
Basis for Type of Action and Documentation: Because of very limited right-of-way acquisition (slope easement only and no structures involved) with no other adverse impacts on either the natural or human environment, recommended action is category 3, non-major.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

PROPOSED
TYPICAL SECTION
BENSEL RD.-HERMISTON DITCH SEC.
FAS B571


20'
20'
4'
2'
4'
4'
16'
12'
4'*
4'*
Sl. 1½:1
Var
Sl 4:1
Sl 4:1
Sl 0.02/Ft.
Asph. conc. surface class "B" or "C"
2" Nom. thkn.
Existing Bituminous pvmt
Nom. width 21'
Aggregate Base
Nom. Comp. Thkn. 12"
2:1
Exstg. Ground

*8' shldrs. (4' paved)


PROPOSED PROJECT
2
3A
3B
4
T5N
T4N
T3N
W A S H.
Population of Umatilla County, 1972
45,450
NORTHERN
RY.
BENTON
UMATILLA
COLUMBIA
COUNTY
COUNTY
LAKE
BURLINGTON
Plymouth
LAKE UMATILLA
UNION PACIFIC
4.27
UMATILLA
McNary
Power City
6.49
1.88
Cold Springs Junc.
Charlestown
COLD SPRINGS RESERVOIR
Hermiston Butte
HERMISTON
7.24
3.57
5.26
UMATILLA ARMY DEPOT
West Land
UMATILLA
PACIFIC
5.50
UMATILLA RIVER
STANFIELD
Bucks Cor.
HERMISTON STATE GAME FARM
5.97
ECHO
12.83
Lost Lake
Sand Dunes
Sand Dunes
Ward Butte
Coyote
COUNTY
MORROW

GENERAL HIGHWAY MAP

UMATILLA COUNTY

OREGON

9321

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

May 30, 1979

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: D. E. Swan
Federal Aid Manager

ATTENTION: Hal Reynoldson

SALEM

SUBJECT: Proposed Project
Bensel Rd.-Hermiston Ditch Bridge Section
FAS B 571, River Road
Umatilla County

Pursuant to my letter of April 30, 1979 I have now completed field review of the Bensel Rd.-Hermiston Ditch Section.

Enclosed is reconnaissance narrative report, estimate of quantities and cost, proposed typical section, sketch map for the project. You will note my estimate of cost is considerably above the County's estimated cost. I have reworked my estimate but I am unable to reduce the cost.

I have advised Carlos Van Elsberg of my estimate and he requested the following:

1. That we proceed with the survey and develop plans for the entire project length.
2. That the project be developed and designed with economics in mind while retaining the required design standards.
3. That the Engineer work closely with the County during the field stage of work to insure a project they live with.

I sincerely hope my reconnaissance estimate is high and that we can construct the entire section within the funding capability of the County.

Also enclosed is Location Prospectus and Authority for Survey showing the anticipated field charges. Please forward to the Location Section at the appropriate time for completion.

A project assessment will be prepared for this project. Upon review by John Preston, it will be forwarded to the Environmental Unit.

RCL:vt
Enc.
cc: Carlos Van Elsberg
H. N. Van Cleave
John Preston
Harlin Gerlach
Verne Moore

M

9321

NARRATIVE REPORT
Reconnaisance Survey
Bensel Road - Hermiston Ditch Section
FAS B 571, River Road
Umatilla County

May 30, 1979

Vic Berning
has these
stuff

River Road, from Umatilla to Hermiston, is a section of the original Old Oregon Trail Highway, which was returned to the County several years ago when the alignment from Boardman to Pendleton was completed. Since that time, it is apparent the route has received only token maintenance, mainly because of the limited financial resources of the County.

Because of the heavy traffic conditions existing on Route 395 (Highway 54), from the Columbia River Highway to Hermiston, this route has become very attractive to local traffic movements. 1977 traffic counts (unclassified) show an A. D. T. of 2,000. It is anticipated this route will continue to serve as a major collector after improvements are made to Route 395 and I-82 is constructed.

The proposed project consists of widening, grading, drainage improvement and overlay paving utilizing the 3-R concept from Bensel Road (MP 3.35) to the Hermiston Ditch Bridge (MP 5.85). The proposed base design pavement thickness and roadway width is patterned after the typical section developed for the Hermiston Ditch Bridge Section which was completed in 1978.

Horizontal alignment appears to conform to the Geometric Design Guide requirements; however, some correction to super elevation on the existing curves may be necessary.

Vertical alignment is fair and may require correction in sags to conform with the required sight distance. Surface patching will be required to restore longitudinal and transverse grade lines.

It is proposed the widening be accomplished by vertical cuts at the edge of pavement. Visually, it appears there will be ample material from excavation to construct the fill areas. Some trees (small Russian Olive) may have to be removed in order to accommodate the widened section and some trees may require trimming.

Drainage throughout the project will require close inspection. It is apparent poor drainage has contributed to distortion of the roadway cross section and surface failures.

There will be utility conflicts on this project. PNB has a buried cable about one foot off the easterly edge of pavement, cable vaults were noted at MP 3.9 and at MP 4.8 adjacent to the edge of pavement. Discussions with PNB lineman revealed the cable may not be at the permit depth because of rocks encountered in the grade. Some power poles and telephone poles may have to be adjusted.

It is difficult to tell where the right-of-way actually lies, considerable effort will be required to reestablish the right-of-way. This will be necessary in order to identify slope easement areas.

Attached is a copy of reconnaissance estimate which is considerably above the estimate made by the County.

RCL:vt
Enc.

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

BENSEL Rd – Hermiston Ditch FAS B571
MP 3.35 MP 5.85

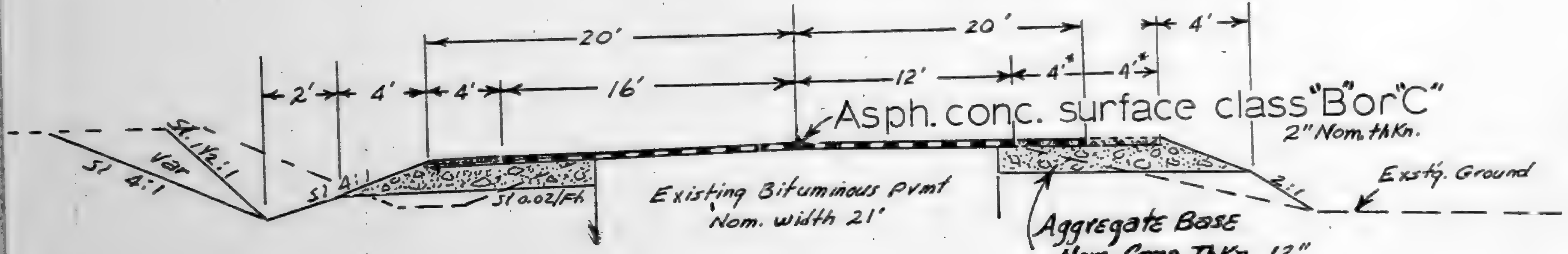
5/30/79

Recon. Est. of Quantities & Cost

Roger Lang

Clearing & Grubbing	Lump Sum		$ 5,000
(Trim & remove trees)			
Gen. Exc.	20,000 C.Y.	@ 5.00	100,000
(common; sand loam)			
Drainage			
(Extend exist'g pipes -)	250'	@ 16	4,000
Trench Ex.	50 C.Y	@ 12	600
Finsh Rd Bed & Slopes	2.5 mile	Lump Sum	10,000
Aggr. Base	16,000 C.Y	@ 10.00	160,000
Asph. Conc. Class B or C Mix			
(includes allow for patch)	8600 Ton	@ 12.00	103,200
Asphalt Cem. in Mix	560 Ton	@ 100.00	56,000
			438,800
	Plus Recon. allowance of 40%		175,520
	for Engr & contingencies		$ 614,320

PROPOSED
TYPICAL SECTION
BENSEL RD.-HERMISTON DITCH SEC.
FAS B571


20'
20'
4'
2'
4'
4'
16'
12'
4'*
4'*
Asph. conc. surface class "B" or "C"
2" Nom. thKn.
Sl. 1½:1
Var
Sl 4:1
Sl 4:1
Sl 0.02/Ft.
2:1
Exstg. Ground
Existing Bituminous Pvmt
Nom. width 21'
Aggregate Base
Nom. Comp. ThKn. 12"

*8' shldrs. (4' paved)

Form 74-734-3039 9321

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Bensel Road-Hermiston Ditch

Highway FAS B 571, River Road (Umatilla-Hermiston)

County Umatilla

Date May 30, 1979

Authorization No. 1

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.:

From Bensel Road (MP 3.35) southerly along River Road to Hermiston Ditch (MP 5.85). Survey will require retracement from descriptions in order to identify areas requiring slope easements.

Purpose of survey:

Prepare plans, specifications and estimate of cost.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

Roger C. Lang

Region Federal Aid Engineer

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

9321

1-3039

12

(TRB0001)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Bensel Road-Hermiston Ditch

Date May 30, 1979

Highway FAS B 571, River Road (Umatilla-Hermiston)

Authorization No. 1

County Umatilla

Survey Prefix 530-1960 (Assigned by Salem office)

Description of termini, route, length, etc.:

From Bensel Road (MP 3.35) southerly along River Road to Hermiston Ditch (MP 5.85). Survey will require retracement from descriptions in order to identify areas requiring slope easements.

Purpose of survey:

Prepare plans, specifications and estimate of cost to widen, grade, improve drainage, & overlay utilizing the 3-R concept.

RS-B571(2)
10-17-79

Estimate of cost:

Resident Engineer	(901)	12,000	R/W Liaison	(913)	300
Final Design	(905)	7,000	Utility Liaison	(914)	500
R/W Descriptions	(909)	300	Recon. & Hydrology	(918)	200
Soils & Geology	(910)	4,500	Proj. Management	(920)	200
			Specifications	(921)	1,200
			Adm. Serv.(Eng.)	(922)	200
			Environmental	(923)	500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $26,900

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

OTC Approved 6/8/79

Requests made by: Roger C. Lang
Region Federal Aid Engineer
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval: Frank E.
Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

9321

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: 5-29-79
PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Bensel Road - Hermiston Ditch Section

HIGHWAY NAME: FAS B 571 - River Road (Umatilla - Hermiston)

HIGHWAY NUMBER:

REGION 5	ADMINISTRATIVE DISTRICT 12	COUNTY Umatilla	CITY

LENGTH: $2^{\underline{5}}$

MILEPOST NUMBER: $2^{\underline{35}}$ TO $5^{\underline{85}}$

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Umatilla County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Proposed project consists of widening, grading, drainage improvement and pavement overlay utilizing 3-R concept.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 2,000*

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

*0.02 mile south of Bensel Rd.
ADT 0.02 North of Elm = 1950
[illegible] 1977 [illegible].

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 10'	2 - 12'
SHOULDERS	2 - 2'	2 - 8' (4' paved)
MEDIANS	NONE	NONE
PARKING LANES	NONE	NONE
SIDEWALKS	NONE	NONE
BIKEWAYS	NONE	NONE
INTERCHANGES	NONE	NONE
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing By County	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☐	☒
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☐	☒
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☒
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☒	☐	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☒	☐	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☐	☒
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☐	☒
Material Source	☒	☐	☐
Utilities	☐	☐	☒

Type Telephone & Power

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available (Lang, May 1979)	☒	☐	☐
Design Review with County	☒	☐	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	(N/A)	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	(N/A)	
CORRIDOR APPROVAL	(N/A)	
FIELD SURVEY	(3)	
PRELIMINARY DESIGN	(3)	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS Prepared by State	(3)	
RIGHT-OF-WAY ACQUISITION By County	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE June 19[illegible] (Region) [redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Aggregate Base: 12" Comp. Min.	X	
Asphaltic Conc., Class B or C, 2" min. (Min. overlay)		X

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	23,000	
RIGHT OF WAY County to obtain slope easm'ts	—	
TRAFFIC CONTROL	—	
ILLUMINATION	—	
STRUCTURES	—	
RAILROAD	—	
ROADWAY	438,800	
OTHER		
ENGINEERING & CONTINGENCIES 40%	175,520	
PROJECT TOTAL	637,320	

SUBMITTED BY Roger C. [illegible], Fed. Aid Engr.

9321

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

April 30, 1979

FROM: Roger C Lang
Roger C. Lang
Region Federal Aid Engineer

TO: Gerald Wimer, Manager
Local Government Section

SUBJECT: Proposed Project, 3R
Theatre Road-Bensel Road Section
FAS B 571
Umatilla County

SALEM

Enclosed is project application received from Umatilla County on April 20, 1979 for the above subject project.

Umatilla County is proposing to widen and overlay the existing roadway under the 3R concept.

I have not yet had the opportunity to review the project. Upon completion of the review I will forward an authority for survey showing estimated costs.

Also, enclosed is a copy of Memo to Files from John Preston identifying no assessment will be required providing the project is accomplished on the existing right of way.

Please log in the project request and place in line for funding under the priority system of A.O.C.

RCL:vt
Enc.
cc: Carlos Van Elsberg

GW

Prange
Reynoldson – Consider
in 5-1-79 priority
listing.

9321

FEDERAL AID PROJECT REQUEST

Date April 17, 1979

Applicant Agency Umatilla County Road Department

Request for: Off-System ____, FAS-C X, FAUS ____ Project (3-R Program)

Federal Aid Route No FAS B571 **Route Name** River Road - Hermiston to Umatilla

Project Name Hermiston Ditch Br. - Benzel Rd. Section

Project Length 2.5 Miles **Project Location (Attach sketch map)**

Project Description Widen, rebuild and repave roadway between mile post 3.35 to mile post 5.85.

Average Daily Traffic 1977 - 2,000 A.D.T. .02 mile South of Bensel Road **Design Speed** 55 M.P.H.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 25 Feet **Travel Lanes** 21 Feet **Shoulders** Gravel - 2 Feet

Medians None **Parking** None

Sidewalks None

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 32' (40' overall) **Travel Lanes** 12 Feet **Shoulders** 8' (4' paved 4' gravel)

Medians None **Parking** None

Curbed None **Length Curb Radii** None

Sidewalk/Bikeway None

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Feet **Minimum** ____ **Maximum** ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks None expected, preliminary engineering to show actual right-of-way needs.

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA APR ~~6~~ 20 1979 ☐
RCL
RECEIVED
REGION 5 OFFICE

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Not Applicable

2. **Proposed Signalization:**

Location None necessary.

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? By applicant.

4. **Permanent Striping:**

Include in project or by applicant? In project.

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None necessary.

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. **Proposed Structure:**

Location None necessary.

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Umatilla County Road Department
   Office
2. Environmental — Fred [illegible]
   Office
3. Public Hearing — E. K. [illegible] - Co. Commiss
   Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant__________ State X Consultant__________

3. Will applicant perform any work prior to or after award of contract?

Yes__________ No X

If "yes," describe briefly:__________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 255,000.00
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other__________	
Preliminary engineering	45,000.00
PROJECT TOTAL	$ 300,000.00

Remarks__________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

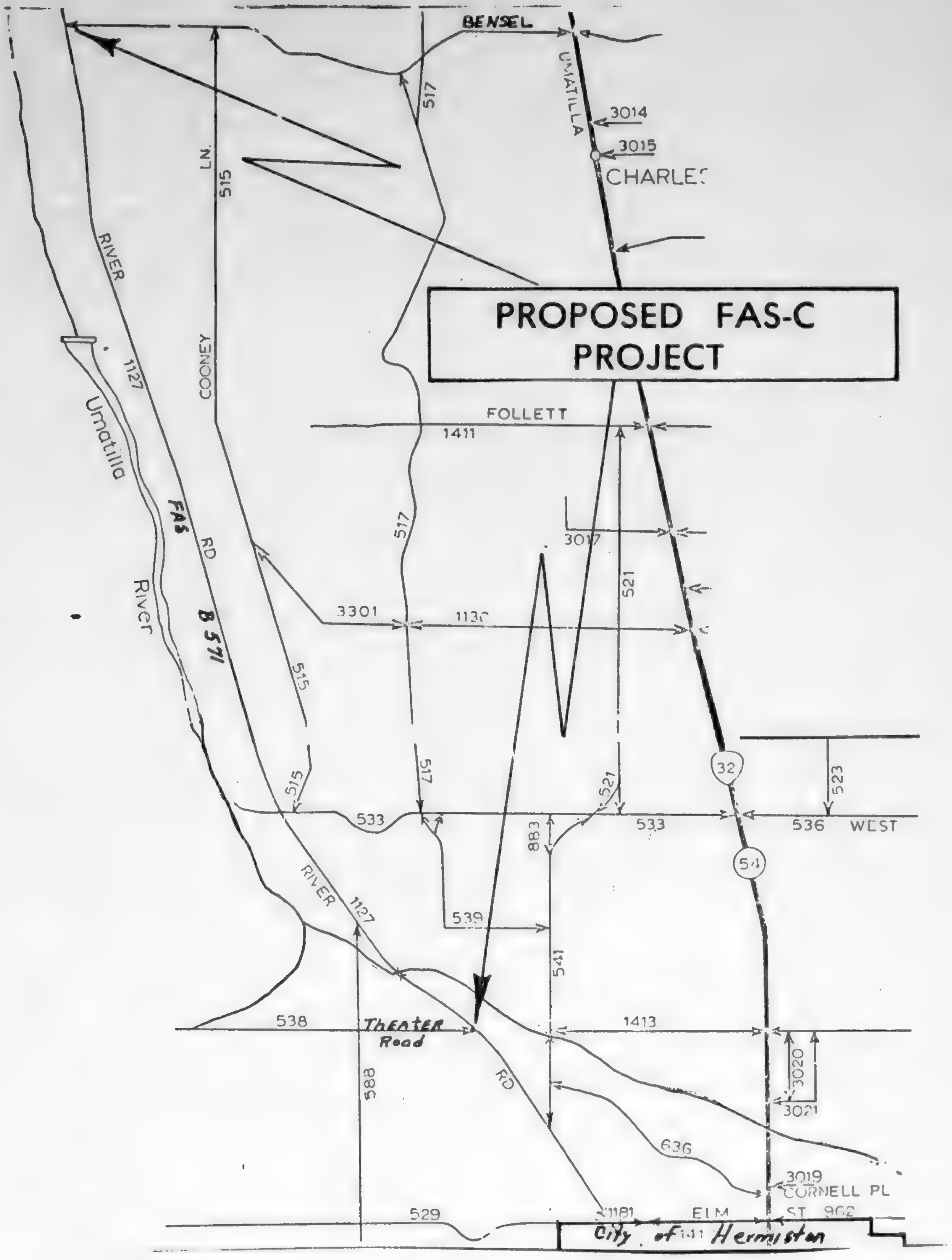
CITY OF __________ and/or UMATILLA COUNTY

By__________ By__________

By__________ By

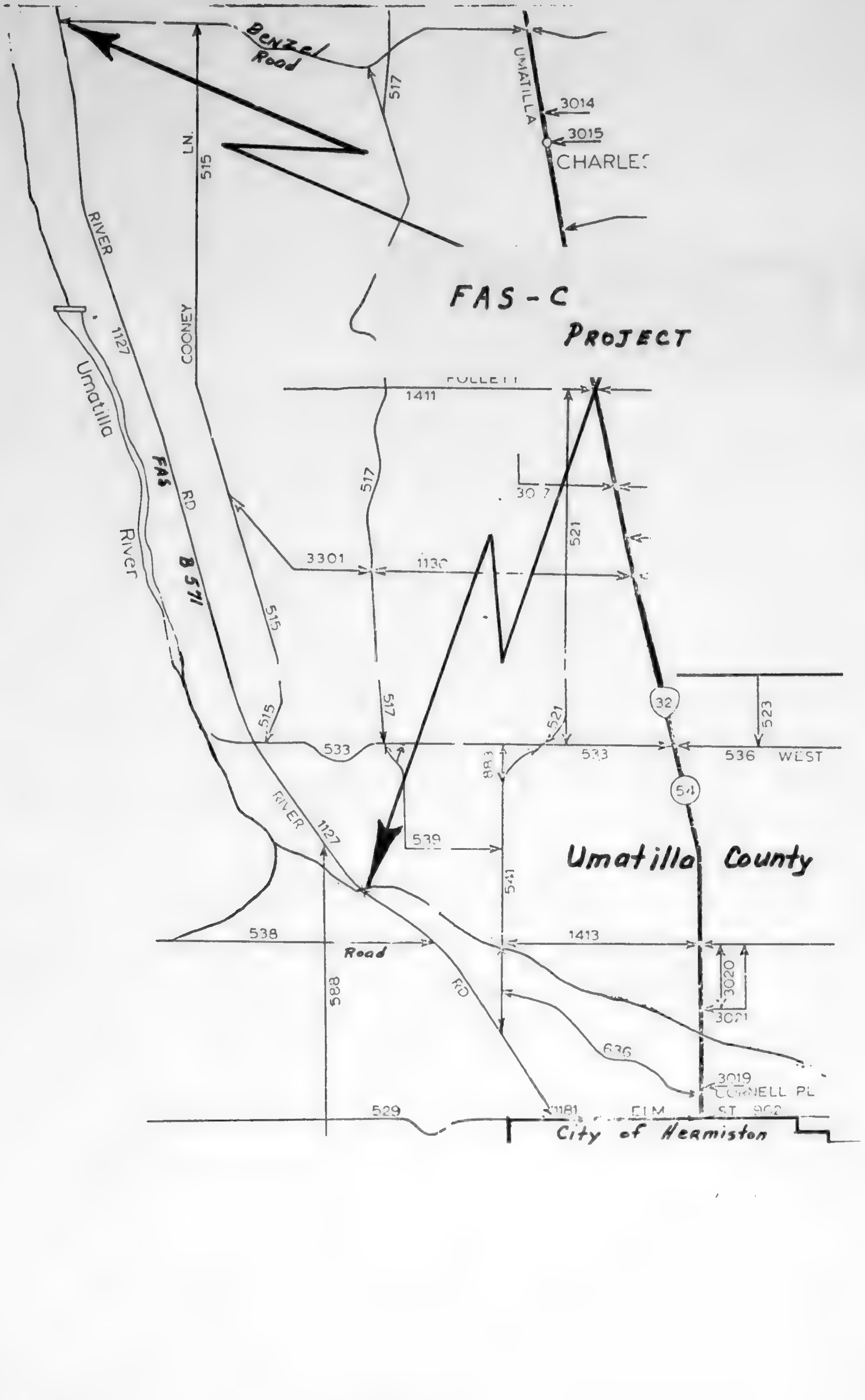
By

(1976)



PROPOSED FAS-C PROJECT

BENSEL
UMATILLA
3014
3015
CHARLES
517
LN
515
RIVER
1127
Umatilla
COONEY
FAS
RD
B 571
River
515
FOLLETT
1411
517
3017
521
3301
1130
515
517
521
32
523
533
883
533
536 WEST
54
539
RIVER 1127
541
538
Theater Road
1413
3020
588
RD
3021
636
3019
CORNELL PL
529
1181
ELM
ST 902
City of Hermiston
141


Benzel Road
517
UMATILLA
3014
3015
CHARLES
LN.
515
COONEY
RIVER
1127
Umatilla
River
FAS
RD
B 571
FAS-C
PROJECT
FOLLETT
1411
517
30 7
521
3301
1130
515
515
517
521
32
523
533
883
533
536 WEST
54
RIVER
1127
539
541
Umatilla County
538
Road
588
1413
3020
3021
RD
636
3019
CORNELL PL
ST 962
529
1181
ELM
City of Hermiston

1981 Pine St. NE Division St. 9322
NE Sec., of FAU 1705. (Grad., pav.,
struc., dr., sign., ill., & sig.)

C&A 7287 - 9-10-80, 7-24-84
RR 1183 4-18-85

9322

April 25, 1991

Department of General Services
Risk Management Division
1225 S.E. Ferry Street
Salem, OR 97310

Attention: Bruce Hoffmeister
Reference File No. L42267

CON 5 -
9322

Subject: Contract No. 9322
D & D Paving
Pine Street N.E.-Division Street N.E.
(Salem) Section
FAU 1705
Marion County

As requested, we are attaching a copy of the cover page, a copy of the liability statement under Section 107.21, and copies of insurance certificates dated July 28, 1981, (July 22, 1981 amendment), October 22, 1981, and April 1, 1982, covering the above-mentioned contract.

Fran Neavoll
Commission Services

cv
Attachments

While You Were Out

To Fran

Date 4/25 Th. Time 8:40

Bruce Hoffmeister called

of Risk Mgmt.

Phone

☑ Telephoned ☐ In person
☐ Please call ☐ Wants to see you
☐ Will call again ☐ Returned your call

Message wants ins. Cert. 2nd
107.21 Sec. from Contr
#9322 ASAP. Law
Suit in progress.

(File # L42267)

Taken by CJ.

FORM CS 97883

9,322

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-61 PROJECT REPORT NUMBER MODIFICATION NUMBER 5	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5 16 - 90	Form Approved; O M B No. 04-R2089 State OREGON County MARION Project Number IX-1705(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 9, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,840,500	$ 1,794,382
Federal funds	$ 91,261 1,473,162	$ 36,761 (580) 1,473,162 (772)
Other revisions		

This modification is made for the following reasons: To deobligate Appn Code 580 for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16TH day of MAY, 19 '90.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald C Aman

for Manager, Program Section
(Title)

XBy FOR: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Richard G. Fairbrother

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 14, 1990

Federal-Aid Project No. IX-1705(7)

Pine St. NE-Division St. NE (Salem) Section
City Streets
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadwork (Sta. 10+00 to Equ. 31+60.30 BK = 31+25.65 AH thru
Equ. 56+22.41 BK = 13+50 AH to Sta. 13+63)

SUBTOTAL as on previous estimate of September 24, 1987 (including engineering)	$ 1,769,920.00
Lump Sum Decrease	-64,118.00
SUBTOTAL	$ 1,705,802.00

Type Code X023
Structure: Bridge No. 308106 (Sta. 13+63 to 14+02)

TOTAL including engineering as on previous estimate of September 24, 1987	$ 70,580.00

Length of Roadway --------------	1.09 miles
Length of Structure -------------	0.01 mile
TOTAL	1.10 miles

Cost of Roadway Per Mile ---------- $1,711,648.62

Retain in Program

TOTAL as on previous estimate of September 24, 1987	$ 18,000.00

SUMMARY OF FUNDS (85%)

Description	Appn	Total Cost	Federal Funds	City & County Funds
Roadway	580	$ 43,249.00	$ 36,761.00	$ 6,488.00
Roadway	772	1,662,553.00	1,413,170.00	249,383.00
Structure	772	70,580.00	59,993.00	10,587.00
SUBTOTAL-Obligated Amount		$ 1,776,382.00	$ 1,509,924.00	$ 266,458.00
Retain in Program				
Retain	772	18,000.00	15,300.00	2,700.00
TOTAL		$ 1,794,382.00	$ 1,525,224.00	$ 269,158.00

Contract No. 9,322
Prefix: C09322

DDB:pf

9325

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 10-6

PROJECT REPORT NUMBER

MODIFICATION NUMBER 4

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-1-87

Form Approved; O M B No. 04-R2089

State Oregon

County Marion

Project Number IX-1705(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 9, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,819,000	$ 1,840,500
Federal funds	$ 1,473,162(772) 72,986(580)	$ 1,473,162(772) 91,261(580)
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of [illegible], 19 [illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Cam Gilmour

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 24, 1987

Federal-Aid Project No. IX-1705(7)

Pine St. N.E.-Division St. N.E. (Salem)
Liberty St.-Commercial St. Couplet
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. 10+00 thru Equa. 31+60.30 Bk = Sta. 31+25.65 AH thru Equa. Sta. 56+22.41 Bk = 13+50 AH to Sta. 13+63)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Cement Treated Base Mixture	Ton	$13.93	9,100	$126,763.00	10,643.43	$148,263.00
				$126,763.00		$148,263.00

Increase	$ 21,500.00
Subtotal from Previous Estimate of August 31, 1987	1,819,000.00
Total	$1,840,500.00

Type Code X023
Structure Br. #308106 (Sta. 13+63 to 14+02)

Total as on Estimate of August 31, 1987	$ 70,580.00

Length of Roadway ------------------- 1.09 mi.
Length of Structure ----------------- 0.01 mi.
TOTAL 1.10 mi.

Cost of Roadway Per Mile ------------ $1,673,181.81

Work Retained In Program Status
(Not Included in Amounts Below)

Roadside Seeding and Mulching	All Required	$ 1,500.00
Furnish and Install Planer Teeth	All Required	5,000.00
Work by Portland General Electric	All Required	10,000.00
Install Curb Drains	All Required	1,500.00
		$ 18,000.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	City & County Funds
Roadway	580	$ 107,367.00	$ 91,261.00	$ 16,106.00
Roadway	772	1,573,238.00	1,337,252.00	235,986.00
Structure	772	70,580.00	59,993.00	10,587.00
SUBTOTAL		$1,751,185.00	$1,488,506.00	$262,679.00
Reserve	772	89,315.00	75,917.00	13,398.00
TOTAL		$1,840,500.00	$1,564,423.00	$276,077.00

Sub-Job 010 = 0%; Sub-Job 011 = 93%; Sub-Job 090 = 7%
Contract No. 9,322
Prefix No.: C09322

DDB:me

1322

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 9-29		County Marion
PROJECT REPORT NUMBER		Project Number IX-1705(7)
MODIFICATION NUMBER 3		

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7-2-87

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 19, 19 81 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,758,000	$ 1,819,000
Federal funds	$ 1,473,162 21,136	$ 1,473,162 (772) 72,986 (580)
Other revisions		

This modification is made for the following reasons:

To include State Force Order #7, 8 and 10.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the day of , 19

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

☆ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

Oregon State Highway Division
Salem, Oregon August 31, 1987

Federal-Aid Project No. IX-1705(7)

Pine St. N.E.-Division St. N.E. (Salem)
Liberty St.-Commercial St. Couplet
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. 10+00 thru EQ Sta. 31+60.30 bk = Sta. 31+25.65 ah thru EQ Sta. 56+22.41 bk = 13+50 ah to Sta. 13+63)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Install Rubberized Rail Road Crossing (SFO #7)		---	---	---	---	$52,500.00
Reconstruct Roadway to conform to Rubberized R.R. Grade Crossing (SFO #8)		---	---	---	---	7,500.00
Pave Approaches to the R.R. Crossing (SFO #10)		---	---	---	---	1,000.00
				$ ---		$ 61,000.00

Increase	$ 61,000.00
Subtotal from Estimate on March 16, 1987	1,398,434.05
Subtotal	$1,459,434.05
Engineering	199,670.95
Total	$1,659,105.00

Type Code X023
Structure, Bridge #308106 (Sta. 13+63 to Sta. 14+02)

Total as on Estimate of August 12, 1981	$ 70,580.00

Length of Roadway ------------------ 1.086 mi.
Length of Structure ---------------- 0.007 mi.
Tota 1.093 mi.

Cost of Roadway Per Mile ----------- $1,502,451.20

Word Retained in Program Status
(Not Included in Amounts Below.)

Roadside Seeding and Mulching	All Required	$ 1,500.00
Furnish and Install Planer Teeth	All Required	5,000.00
Work by Portland General Electric	All Required	10,000.00
Install Curb Drains	All Required	1,500.00
		$ 18,000.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	580	$ 85,867.00	$ 72,986.00	$ 12,881.00
Roadway	772	1,573,238.00	1,337,252.00	235,986.00
Structure	772	70,580.00	59,993.00	10,587.00
Subtotal		$1,729,685.00	$1,470,231.00	$259,454.00
Reserve	772	89,315.00	75,917.00	13,398.00
Total		$1,819,000.00	$1,546,148.00	$272,852.00

Group 1 = 93%; Group 9 = 7%
Contract No. 9322
Prefix: 324-1983
Prefix: C09322

RLC:me

9322

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 4-18 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-1-87	State Oregon County Marion Project Number IX-1705(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 19, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,733,133	$ 1,758,000
Federal funds	$ 1,473,162	$ 1,473,162 (772)
	---	21,136 (580)
Other revisions		

This modification is made for the following reasons: To include increase in construction and construction engineering costs, + add 580 funds

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1 ST day of APR, 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon March 16, 1987

Federal-Aid Project No. IX-1705(7)

Pine St. N.E.-Division St. N.E. (Salem)
Liberty St.-Commercial St. Couplet
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. 10+00.25 thru EQ Sta. 31+60.30 bk = Sta. 31+25.65 ah thru EQ Sta. 56+22.41 bk = 13+50 ah to Sta. 13+63)

Subtotal as on estimate of Aug. 12, 1981		$ 1,398,434.05
	Engineering	199,670.95
	Total	$ 1,598,105.00

Type Code X023
Structure, Bridge #308106 (Sta. 13+63 to Sta. 14+02)

Total as on estimate of August 12, 1981	$ 70,580.00

Length of Roadway	1.086 mi.
Length of Structure	0.007 mi.
	1.093 mi.

Cost of Roadway Per Mile	$ 1,448,653.76

Work Retained in Program Status
(Not included in amounts below.)

Roadside Seeding and Mulching	All Required	$ 1,500.00
Furnish and Install Planer Teeth	All Required	5,000.00
Work by Portland General Elec.	All Required	10,000.00
Install Curb Drains	All Required	1,500.00
		$ 18,000.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	City & Co. Funds
Roadway	580	$ 24,867.00	$ 21,136.00	$ 3,731.00
Roadway	772	1,573,238.00	1,337,252.00	235,986.00
Structure	772	70,580.00	59,993.00	10,587.00
Subtotal		$1,668,685.00	$1,418,381.00	$ 250,304.00
Reserve		89,315.00	75,917.00	13,398.00
Total		$1,758,000.00	$1,494,298.00	$ 263,702.00

Group 1: 93%; Group 9 7%
Contract No. 9322
Prefix: 324-1983
Prefix: C09322
RLC:bkb

9322

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-22	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 1	6-6-86	Project Number IX-1705(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 19, 1981 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,309,610	$ 1,733,133
Federal funds	$ 1,963,162	$ 1,473,162 (772)
Other revisions		

This modification is made for the following reasons: To release excess funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6 TH day of JUN, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon May 28, 1986

Federal-Aid Project No. IX-1705(7)

Pine St. N.E.-Division St. N.E. (Salem)
Liberty St.-Commercial St. Couplet
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. 10+00.25 thru EQ Sta. 31+60.30 bk = Sta. 31+25.65 ah thru EQ Sta. 56+22.41 bk = 13+50 ah to Sta. 13+63)
(Sta. 14+02 to Sta. 24+66.30)

Total as on estimate of August 12, 1981	$ 1,573,238.00

Type Code X023
Structure, Bridge #308106 (Sta. 13+63 to Sta. 14+02)

Total as on estimate of August 12, 1981	$ 70,580.00
Length of Roadway	1.086 mi.
Length of Structure	0.007 mi.
Total	1.093 mi.
Cost of Roadway Per Mile	$ 1,448,653.76

Work Retained in Program Status
(Not included in amounts below.)

Roadside Seeding and Mulching	All Required	$ 1,500.00
Furnish and Install Planer Teeth	All Required	5,000.00
Work by Portland General Electric	All Required	10,000.00
Install Curb Drains	All Required	1,500.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	City & Co. Funds
Roadway	772	$ 1,573,238.00	$ 1,337,252.00	$ 235,986.00
Structure	772	70,580.00	59,993.00	10,587.00
Subtotal		$ 1,643,818.00	$ 1,397,245.00	$ 246,573.00
Reserve	772	89,315.00	75,917.00	13,398.00
Total		$ 1,733,133.00	$ 1,473,162.00	$ 259,971.00

Group 1 93% Group 9 7%
Contract No. 9322
Prefix: 324-1983
Prefix: C09322
RLC:bkb

OMB No. 04-R2089

1327

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-112	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-19-81	State Oregon County Marion Project No. IX-1705(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Sts. Pine St. to Division St. (Salem)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-3-81	1.093
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$2,309,610.00	$ 1,963,162.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Hwy. Engineer
(Title)

XXX By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 8-19-81

Form **PR-2** (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 12, 1981

Federal Aid Project
No. IX-1705(7)

Pine St. N.E.-Division St. N.E. (Salem)
Liberty St.-Commercial St. Couplet
Marion County

Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 10+00.25 thru EQ Sta. 31+60.30 bk = Sta. 31+25.65 ah thru EQ Sta. 56+22.41 bk = 13+50 ah to Sta. 13+63, (Sta. 14+02 to Sta. 24+66.30)

Mobilization	All Required (93%)			$ 55,600.00
Temporary Protection and Direction of Traffic	All Required (92%)			14,573.00
Temporary Signs	650	Sq.Ft.	4.00	2,600.00
Temporary Barricades	24	Each	50.00	1,200.00
Sequential Arrow Signsl	1	Each	2,000.00	2,000.00
Flagmen	970	Hour	23.50	22,795.00
Clearing and Grubbing	All Required			5,000.00
Removal of Structures and Obstructions	All Required			33,565.00
Cold Plane Pavement Removal	14,460	Sq.Yd.	1.98	28,630.80
General Excavation	9,430	Cu.Yd.	4.59	43,283.70
Trench Excavation	1,900	Cu.Yd.	10.25	19,475.00
Special Backfill	920	Cu.Yd.	12.00	11,040.00
1"-0 Aggregate Base	1,670	Ton	7.00	11,690.00
Cement Treated Base Mixture	9,100	Ton	13.93	126,763.00
Portland Cement in CTB Mixture	500	Ton	73.00	36,500.00
Class "B" Asphalt Concrete Mixture	5,000	Ton	14.78	73,900.00
Class "C" Asphalt Concrete Mixture	5,500	Ton	14.78	81,290.00
Asphalt Cement in Mixture	660	Ton	180.00	118,800.00
Asphalt in Tack Coat	16	Ton	450.00	7,200.00
8-inch Ductile Iron Sewer Pipe	72	Lin.Ft.	15.00	1,080.00
8-inch Asbestos Cement Sewer Pipe	58	Lin.Ft.	8.10	469.80
10-inch Asbestos Cement Sewer Pipe	700	Lin.Ft.	11.00	7,700.00
10-inch Concrete Sewer Pipe	1,970	Lin.Ft.	6.50	12,805.00
12-inch Concrete Sewer Pipe	1,900	Lin.Ft.	8.50	16,150.00
Extra for Pipe Under Pavement	1,740	Lin.Ft.	12.50	21,750.00
Bedding Material	46	Cu.Yd.	10.00	460.00
Concrete Manholes	10	Each	1,625.00	16,250.00
Concrete Inlets, Type 1	24	Each	350.00	8,400.00
Concrete Inlets, Type 2	67	Each	340.00	22,780.00
Concrete Cleanouts	20	Each	375.00	7,500.00
3-inch Drain Pipe	2,320	Lin.Ft.	5.20	12,064.00
6-inch Drain Pipe	625	Lin.Ft.	8.60	5,375.00
8-inch Drain Pipe	1,765	Lin.Ft.	9.00	15,885.00
Filter Fabric	2,340	Sq.Yd.	1.42	3,322.80
Gravel in Drains	220	Cu.Yd.	10.00	2,200.00

Concrete Walls	3,930 Sq.Yd.	8.99	$ 35,330.70
Concrete Driveways	2,515 Sq.Yd.	12.15	30,557.25
Sidewalk Ramps	10 Each	85.00	850.00
Brick Patterned Concrete Surfacing	400 Sq.Yd.	40.50	16,200.00
Concrete Curbs	850 Cu.Yd.	99.00	84,150.00
Adjusting Manholes	39 Each	225.00	8,775.00
Adjusting Inlets	8 Each	150.00	1,200.00
Cleanout Conversion	2 Each	100.00	200.00
Install Class 250 Ductile or Cast Iron Fittings	175 Lb.	0.50	87.50
Relocate Fire Hydrant Assembly	1 Each	300.00	300.00
Removal of Existing Sign Installations	All Required		800.00
Wood Sign Posts	All Required		2,200.00
Type "C" Signs in Place	147 Sq.Ft.	14.50	2,131.50
Type "EE" Signs in Place	300 Sq.Ft.	16.00	4,800.00
Type "H" Signs in Place	186 Sq.Ft.	15.00	2,790.00
Type "T" Signs in Place	324 Sq.Ft.	15.00	4,860.00
Type "U" Signs in Place	50 Sq.Ft.	14.50	725.00
Pole Foundations	All Required		30,900.00
Roadway Lighting Poles and Bracket Arms	All Required		51,875.00
Luminaires and Ballasts	All Required		12,915.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		50,770.00
Traffic Signal Installation, Complete	All Required		149,460.00
Fire Preemption System, Complete	All Required		11,525.00
			$1,353,699.05

Anticipated Items		
Railroad Protection Cost	All Required (75%)	$ 3,000.00
Permanent Pavement Striping	All Required	6,000.00
Temporary Pavement Striping	All Required	1,500.00
Remove Pavement Striping	All Required	1,000.00
Asphalt Cement Adjustment	All Required	23,000.00
On-the-Job Trainees (2 at $800)	All Required	1,600.00
State Furnished Software Program	All Required	1,000.00
Work by City of Salem (water)	All Required	7,635.00
		$ 44,735.00

Subtotal	$1,398,434.05
Engineering	170,603.95
Engineering (Signal Controller Testing)	4,200.00
	$1,573,238.00

Oregon State Highway Division
Salem, Oregon, August 12, 1981

Federal Aid Project
No. IX-1705(7)

Type Code X023
Structure, Bridge #308106 (Sta. 13+63 to Sta. 14+02)

Bridge Removal Work	All Required		$ 19,355.00
Structure Excavation	190 Cu.Yd.	40.00	7,600.00
Structural Concrete, Class 3300	All Required		9,955.00
Structural Concrete, Class 4500	All Required		7,000.00
Reinforcement	All Required		6,645.00
Asphalt Membrane	325 Sq.Yd.	15.00	4,875.00
Three Tube Steel Railing	126 Lin.Ft.	58.00	7,308.00
	Subtotal		$ 62,738.00
	Engineering		7,842.00
	Total		$ 70,580.00

Length of Roadway .... 1.086 mi.
Length of Structure .... 0.007 mi.

Total .... 1.093 mi.

Cost of Roadway Per Mile $1,448,653.76

Work Retained in Program Status
(not included in amounts below)

Roadside Seeding and Mulching	All Required	$ 1,500.00
Furnish and Install Planer Teeth	All Required	5,000.00
Work by Portland General Electric	All Required	10,000.00
Install Curb Drains	All Required	1,500.00

SUMMARY OF FUNDS (85%)

Descriptions	Total Cost	Federal Funds	City & Co. Funds
Roadway	$1,573,238	$1,337,252	$235,986
Structure	70,580	59,993	10,587
	$1,643,818	$1,397,245	$246,573
Reserve	665,792	565,917	99,875
Total	$2,309,610	$1,963,162	$346,448

Group 1 92%; Group 8 1%; Group 9 7%
Contract No. 9322
Prefix: 324-1983
Prefix: 324-1057

Oregon State Highway Division
Salem, Oregon, August 12, 1981

Federal Aid Project
No. IX-1705(7)

Pine St. N.E.-Division St. N.E. (Salem)
Liberty St. N.E.-Commercial St. N.E.
Marion County

(Nonparticipating - State & City work)

Mobilization	All	Required (7%)		$ 4,200.00
Temporary Protection and Direction of Traffic	All	Required (8%)		1,267.00
Temporary Signs	60	Sq.Ft.	4.00	240.00
Temporary Barricades	2	Each	50.00	100.00
Flagmen	130	Hour	23.50	3,055.00
A.C. Driveway Surface Removal and Replacement	50	Sq.Yd.	20.00	1,000.00
P.C.C. Driveway Surface Removal and Replacement	70	Sq.Yd.	30.00	2,100.00
P.C.C. Walk Removal and Replacement	325	Sq.Yd.	6.00	1,950.00
Pipe Under Street Surface Removal and Replacement	1,745	Lin.Ft.	10.00	17,450.00
Trench Excavation and Native Backfill	1,780	Lin.Ft.	4.00	7,120.00
Trench Excavation and Aggregate Backfill	6,970	Lin.Ft.	6.50	45,305.00
Install 8-inch Ductile Iron Pipe	2,915	Lin.Ft.	2.70	7,870.50
Install 12-inch Ductile Iron Pipe	5,820	Lin.Ft.	4.00	23,280.00
Install Class 250 Ductile or Cast Iron Fittings	11,180	Lb.	0.50	5,590.00
Install 12-inch Coupling	1	Each	75.00	75.00
1-inch Service Tap, Long Service	87	Each	325.00	28,275.00
1-inch Service Tap, Short Service	93	Each	175.00	16,275.00
Install 2-inch Corpstop	2	Each	100.00	200.00
Install 8-inch Butterfly Valves	15	Each	65.00	975.00
Install 12-inch Butterfly Valves	14	Each	110.00	1,540.00
Install 4-inch Gate Valves	2	Each	35.00	70.00
Install 6-inch Gate Valves	1	Each	50.00	50.00
Install Fire Hydrant Assembly	21	Each	250.00	5,250.00
Relocate Fire Hydrant Assembly	1	Each	300.00	300.00
Install 2-inch Blowoff Assembly	8	Each	175.00	1,400.00
Railroad Crossing, Complete	All	Required		6,500.00
Bridge Crossing, Complete	All	Required		5,000.00
				$ 186,437.50

Anticipated Items		
Railroad Protective Cost	All Required (25%)	$ 1,000.00
	Subtotal	$ 187,437.50
	Engineering	23,429.50
	Total	$ 210,667.00

#7322

April 18, 1985

Mr. Charles Lundgren
Engineer, Public Works
Burlington Northern Railroad
999 Third Avenue, Suite 2000
Seattle, WA 98104

RE: Agreement for Rubberized Crossing
Liberty Street (Crossing No. 3E-70.11)
Commericial Street (Crossing No. 3E-70.18)
City of Salem

RAILROAD COMPANIES
FILE No. 11

Dear Chuck:

Mr. Bell's February 25, 1985 letter form agreement regarding the installation of rubberized crossing material at the subject crossings has been found satisfactory. The agreement has been signed by Mr. Boyd on behalf of the Department of Transportation.

You are hereby authorized to proceed with the adjustment of your facilities. Please contact my office at least three days prior to beginning work.

Reimbursement will be made subject to the provisions of FHPM 1.4.3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of this work in the bill.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

[illegible]

RDT:jr
enc.

bc: D. E. Wilken w/copy
Bob Gormsen w/original
C. O. Fredrickson
Don Trout w/copy
Cliff Lehman w/copy
Bill Anhorn w/copy

NOTE: This is a part of the Pine Street - Division Street N.E. project on FAU 1705 (North Liberty/Commercial Couplet). The project number is IX-1705(7).

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: March 18, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Railroad Agreement
Project No. IX-1705(7)
Pine St.-Division St. (Salem) Sec.
Marion County

Enclosed are two copies of a fully executed agreement between the Southern Pacific Transportation Co. and the State Highway Division on the subject project. Approval and authorization for the work was given on February 9, 1984 under SFO #7.

I request the return of one copy of the agreement approved for our files.

CPL:bkb
Enc.
cc: R. Trygstad
General Files

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: February 7, 1985

In Reply Refer to
File No.: CON 5

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Pine Street NE - Divsion Street NE (Salem) Section
FAU 1705 (N. Liberty-Commercial Couplet) Highway
Marion County
Contract No. 9322

This federal aid Interstate Transfer project has been completed and it is now apparent that the final cost will exceed the project authorization by $112,100 or six percent.

Addition of rubberized railroad crossings were requested by City of Salem officials to improve smoothness of ride. This added work has added approximately $60,000 to the cost of the project.

Additional quantities of cement treated base materials were required in order to stabilize unsuitable subgrade which was encountered when the existing roadway was excavated. This extra work added more than $44,000 to the cost of the project.

The contractor submitted a claim involving twenty-nine items and amounting to $378,000. Administrative costs to evaluate and settle the claim were incurred in the amount of approximately $10,000 and the claim was subsequently settled out of court for the sum of $20,000.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $112,100.00 to a new total of $1,992,621.36. This matter will be on the consent calendar for the February 26 meeting.

bc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
W. G. Anhorn
George Bell

m 734-3122

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 7, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Pine Street NE - Divsion Street NE (Salem) Section
FAU 1705 (N. Liberty-Commercial Couplet) Highway
Marion County
Contract No. 9322

This federal aid Interstate Transfer project has been completed and it is now apparent that the final cost will exceed the project authorization by $112,100 or six percent.

Addition of rubberized railroad crossings were requested by City of Salem officials to improve smoothness of ride. This added work has added approximately $60,000 to the cost of the project.

Additional quantities of cement treated base materials were required in order to stabilize unsuitable subgrade which was encountered when the existing roadway was excavated. This extra work added more than $44,000 to the cost of the project.

The contractor submitted a claim involving twenty-nine items and amounting to $378,000. Administrative costs to evaluate and settle the claim were incurred in the amount of approximately $10,000 and the claim was subsequently settled out of court for the sum of $20,000.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $112,100.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: W. G. Anhorn
C. V. Lehman
B. M. Walton
W. F. Cobine

RECEIVED
STATE HWY ENGR
FEB 11 '85
REFER TO
FOR
Info Inv R/D D/R Sign Act File

NOTED
W. E. SCHWARTZ

81-125-1387

9322

rll

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

12-17-84

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 12/17/84	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. IX-1705(7)
COMPLETION DATE (Actual) 11/12/82	ACCEPTANCE DATE BY CONRTACT AGENCY 12/1/83	TIME ELAPSED 115 %	CONTRACT TIME 400 CD

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PINE STREET NE - DIVISION STREET NE
COMMERCIAL - LIBERTY COUPLET (SALEM)
Grading, Structure & Paving

This project provided for widening and reconstructing Liberty and Commercial Streets to a 36 foot width roadway.

There were no major overruns or underruns and no contract claims. Liquidated damages for a 60 day time overrun were assessed.

A final inspection of the completed project was made December 3, 1982.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 9 '85
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cy 1/10

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 1/7/85	TITLE Field Operations Engineer	DATE 1/8/85

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9372

July 24, 1984

City of Salem
City Hall
Salem, OR 97301

AGR 4-1

Attention: Patricia Wolfe
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7287

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement to construct the landscaping in the Pine Street NE-Division Street NE Section of the N. Liberty-Commercial Couplet.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

1352

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1705(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00091

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/8/84

8. FEDERAL ROUTE NUMBER FAU 1705

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Pine Street - Division Street NE

11. GENERAL DESCRIPTION OF WORK

Furnish and install 4" perforated pipe on Commercial Street

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6/8/84 as requested in Mr. Fredrickson's letter of 6/27/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 9 is approved for a TEC of $5,000; Federal Funds $4,250.

RECEIVED
STATE HWY ENGR
JUL 5 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 7/2/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9322

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02518

REGION 2

SECTION Pine St. N. E. - Division St. N. E. (Salem) Section

AUTHORIZATION NO. 1

PREFIX 324-1407

DATE 4/26/84

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		2,000	918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		300
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,100	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		8,000	926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		300	932 RAILROAD & UTILITIES					

TOTALS	$	$ 19,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IX-1725 (10)

LOCATION ENGINEER'S REMARKS

1
4
4
2
2 E

PREPARED BY	DATE 4-3-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X Vernon E. Edwards	DATE 5/29/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH SERVICES X E S Hunter	DATE 5-24-84
RECOMMENDED, LOCATION ENGINEER X Frank E. Nelson	DATE 5/24/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-26-84	

734-1914 (7-82)

PROJEC PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02518

REGION 2

SECTION Pine St. N. E. - Division St. N. E. (Salem) Section

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM TO	LENGTH 1.1 M
☒ URBAN ☐ RURAL	CITY Salem	COUNTY Marion	ROAD/STREET NAME N. Liberty - Commercial Couplet
ROUTE #	FEDERAL AID # FAU 1705	APPLICANT (IF OTHER THAN STATE) City of Salem	

COST ESTIMATES (~~000's~~)		
PRELIMINARY ENGINEERING		$ 10,000
RIGHT OF WAY		$
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
Landscapng	$ 97,571	
~~40~~ 30 % ENGINEERING & CONTINGENCIES	$ 29,271	
TOTAL CONSTRUCTION		$126,842
TOTAL ESTIMATE		$136,842

PROJECT DATA	
GRADING (✓)	
PAVING (✓)	
STRUCTURES (✓)	
SIGNING (✓)	
SIGNALS (✓)	
ILLUMINATION (✓)	
Landscaping	X
ENVIRONMENTAL CLASS (1,2,3)	2
DESIGN CATEGORY (1-7)	7
WORK TYPE (1-12)	7

RIGHT OF WAY	
FILES (#)	
ACRES (#)	
RELOCATIONS (#)	

WORK BY STATE/CONSULTANT/APPLICANT	
PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	-
RIGHT OF WAY ACQUISITIONS (S,C,A)	-

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAIX	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR	ESTIMATE (000 s) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR	ESTIMATE (000 s) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	N/A	
STRUCTURES (#)	"	
SIGNALS (#)	"	
BIKE PATH (Y/N)	"	
AVERAGE DAILY TRAFFIC	"	
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM
The project was constructed without landscaping or irrigation system.

PROPOSED SOLUTION
Construct street landscaping (trees, shrubs, vines) and an irrigation support system on the North Liberty Street-Commercial Street Couplet.

The landscaping concept is to be consisten with the landscaping on the Front Street Bypass (OSHD Contract 9101) and the Salem Parkway (OSHD contract 9491).

REQUESTED. REGION ENGINEER X by Phillip O.	DATE 5-7-84
APPROVED ASST HWY ENG FOR OPERATIONS X	DATE
APPROVED. ASST HWY ENG FOR ADMINISTRATION X	DATE

TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02518

REGION 2

SECTION Pine St. N. E. - Division St. N. E. (Salem) Section

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	S
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	S
RECONNAISSANCE SURVEY	S	DETOUR	N	BORROW SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N
FIELD SURVEY	N	RR CROSSING	N	DISPOSAL SITE	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨	

PERMITS AND DOCUMENTS

AIRPORT CLEARANCE	N	WETLANDS	N		
CONDITIONAL USE	N	SENSITIVE LAND	N		
FLOOD PLAIN	N	CULTURAL RESOURCE	N		
CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N		
COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N		
STATE LANDS	N	SECTION 106	N		
GEOLOGY AND MINERALS	N	NOISE STUDY	N		
BUILDING	N	SECTION 4(F)	N		
SIGNALS	N	OLD (#)		NEW (#)	
UTILITIES	S	(LIST BELOW)			

COMPANIES
Portland General Electric
Pacific N. W. Bell Telephone Co.
N. W. Natural Gas Co.
Salem Electric
Keizer Water Dist.
Keizer Sewer D
Viacom Cable T
City of Salem

DESIGN SPEED –

DESIGN STANDARDS –

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
–	–	–	–

RIGHT-OF-WAY LIAISON	–	EASEMENTS (#)	–	ACCESS CONTROL (Y/N)	–

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH

EXISTING

								x								

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date 5/24/[illegible]

734-1912 (7-82)

Overall Length Of Project- 1.1 M

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

GRADING, PAVING, STRUCTURE, WATER SYSTEM, SIGNING, ILLUMINATION & TRAFFIC SIGNALS

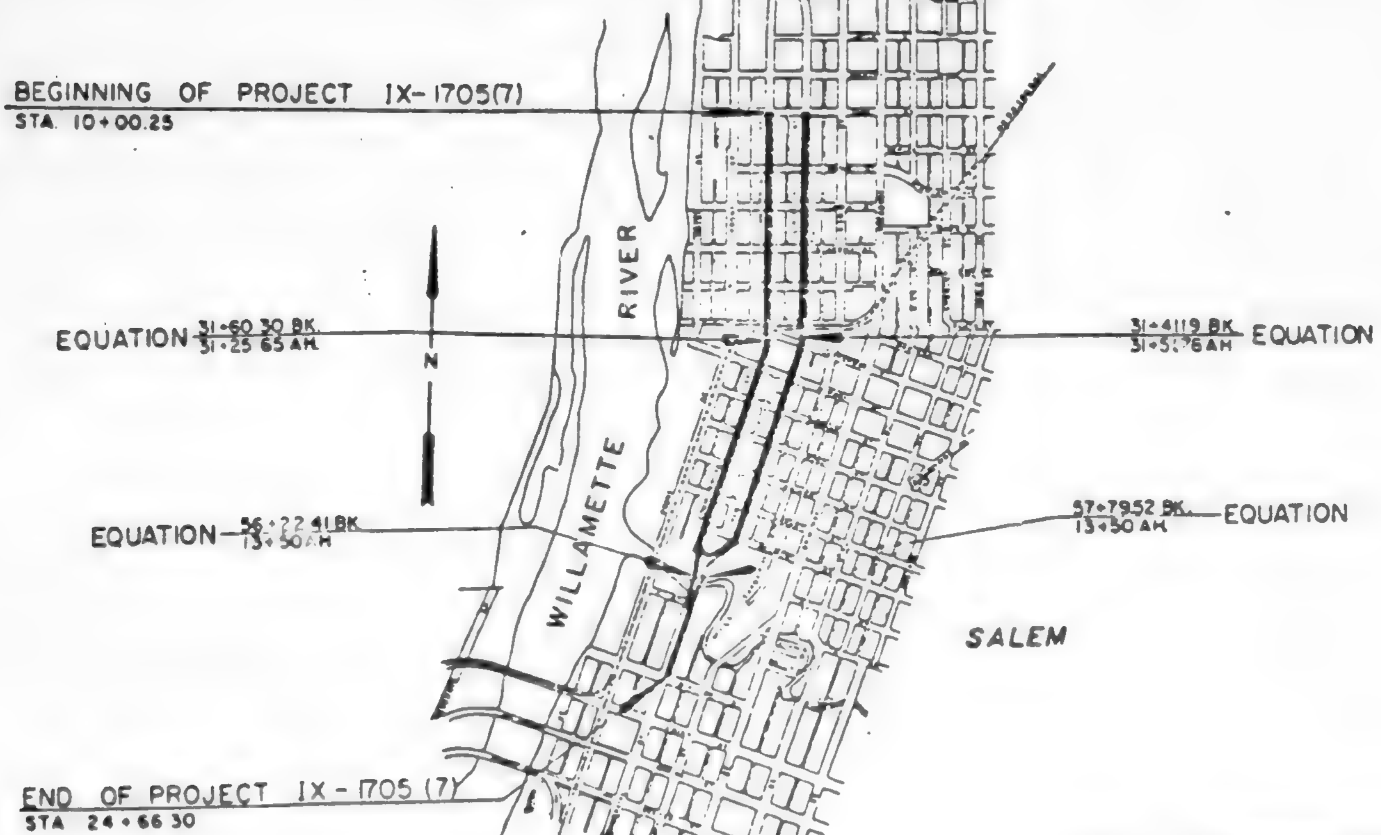
PINE ST. N.E. – DIVISION ST. N.E. (SALEM) SEC.

F.A.U. 1705, (N. LIBERTY-COMMERCIAL COUPLET)

MARION COUNTY

JUNE, 1981

O.S.H.D. CONTRACT NO. 9322


BEGINNING OF PROJECT IX-1705(7)
STA. 10+00.25
EQUATION 31+60.30 BK. / 31+25.65 AH.
31+41.19 BK. / 31+51.76 AH. EQUATION
N
RIVER
WILLAMETTE
EQUATION 56+22.41 BK. / 13+50 AH.
57+79.52 BK. / 13+50 AH. EQUATION
SALEM
END OF PROJECT IX-1705 (7)
STA 24+66.30

SKETCH MAP

SCALE FEET

OREGON TRANSPORTATION COMMISSION

Anthony Yturri
Tom Walsh
Gordon Coleman
Peter J. Brix
Michael P Hollern
Fred B Klaboe

[illegible]

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1705(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

[illegible]

4. PROGRAM NO.

5. ITEM NO. 00091

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/9/84

8. FEDERAL ROUTE NUMBER FAU 1705

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Pine Street NE - Division Street NE

11. GENERAL DESCRIPTION OF WORK
Program Change and installation of rubberized crossings at Liberty and Commercial Streets

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Fredrickson's letter of 3/23/84 this will confirm the advance approval date of 2/9/84 adding to the construction phase "installation of rubberized crossings at Liberty Street and Commercial Street," and authorization to proceed on an actual cost basis estimted to be $52,500 Federal Funds $44,625 using Burlington Northern Railroad forces as being cost effective. (SFO #7)

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO [illegible]
FOR
Info | [illegible] | R/D | D/R | Sign | Act | File

14. DATE 4/5/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1705(7)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4.5.84

4. PROGRAM NO.
5. ITEM NO. 00091

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/9/84
8. FEDERAL ROUTE NUMBER FAU 1705
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Pine Street - Division Street NE

11. GENERAL DESCRIPTION OF WORK
Reconstruct roadway to conform to rubberized railroad grade crossing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/9/84 as requested in Mr. Fredrickson's letter of 3/23/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 8 is approved for a TEC of $7,500 Federal Funds $6,375.

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO
Potter
FOR
Info | [illegible] | R/D | D/R | Sign | Act | File

4/11

14. DATE 4/5/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9322 2-17-84 Salem

Pine St. N.E. - Division St. N.E. (Salem)
(N. Liberty - Commercial St. Couplet)
FAU 1705 - Marion County
Contract No. 9322 Prefix No. 324-1057

Project Narrative

The contract was awarded on July 21, 1981. The pre-construction conference was held on July 8, 1981 with good representation by the various utility companies, and other concerned parties.

The project consisted of widening Liberty, and Commercial Streets approximately 3 feet on each side; overlaying both streets; installing 8700 feet of 8", and 12" water main; revision to the Mill Creek bridge; signalizing 3 intersections on Pine Street; and illumination throughout.

Work began on July 23, when the first construction signing was installed. Clearing began on July 27th, and most of the trees, and shrubs had been removed by August 5th including the 10 trees added by a Price Agreement.

The contractor began the general excavation on August 3rd on the east side of Liberty Street at Market Street, and proceeded north. The excavation progressed rather slowly as numerous existing water services were hit, and broken needlessly. On projects similar to this it might be beneficial to assess a penalty for careless damage to existing utilities in an attempt to make the contractor more cautious in performance of his work.

A subcontractor began installing the new water main along the east side of Liberty Street on August 10th following along behind the general excavation. Some minor delays were encountered when the city furnished materials were slow in arriving. If materials are to be furnished to the contractor, the contract should not be let untill all material is on hand. The water line work was completed in April the following year.

While installing an 8" water main across Commercial Street at Grove Street, a void was discovered under the pavement. The void appeared to be the result of settlement over the 60" sanitary sewer. A carefull inspection of the area indicated the void extended approximately 1 block to the south. Pressure grouting was chosen as the method to resolve the problem. Approximately 30 cubic yards of grout was used.

Despite my warnings of potential maintenance problems the contractor did the cold plane pavement removal in mid August of 1981. This did cause considerable maintenance problems as the overlay was not placed until the following year. The contractor has submitted a claim for this maintenance work. We received many citizen complaints about rough pavement after the cold planing, however I believe some of this was due to tire noise. Possibly in the future we should specify a maximum time limit between cold planning, and subsequent placement of A.C..

Contract work proceeded very slowly, falling behind both the original, and subsequent schedules. During the first stages of work, much prodding was necessary to keep driveways open, and get sidewalks replaced. The prime contractor's work force was small, and totally inexperienced in some aspects of the work.

C.T.B. placement began on October 26th, and proceeded rather slowly, as the contractor used his concrete plant for batching, and his transit trucks for mixing. This system worked fairly efficiently in the narrow areas, but was too slow in larger areas. We also experienced some difficulty in compaction in the wider areas due to the use of round rock (allowed by specs.). The round rock moved easily under the roller rather than keying together. This problem was fairly well resolved by keeping the moisture content at the minimum, and using some crushed rock in mix. Considerable mix was wasted (not paid for) due to the contractors over excavating, another indication of his ineptness.

The only other major activity performed by the prime contractor was the A.C. paving. This work went well, without any major problems. The end result was a good riding roadway except for the rail road crossings where work was prohibited within 10 feet of the tracks. An attempt is being made to extend the project to install rubberized crossings.

The bridge work consisted of extending the travel lanes into the extra wide sidewalk areas, approximately 7½ feet on each side of the deck. There was one major problem encountered when the existing deck was saw cut for removal. The prime contractor failed to properly instruct the subcontractor, and as a result all of the transverse re-bar was severed on the east side. This was remedied by using Caldwell Splices, but at considerable expense to the contractor. All other structural work was done satisfactorilly.

The signal, and illumination work began in February 1982, and progressed sporadically into November when all contract work was completed. There were no major problems encountered in the performance of this phase of the project. The one area of concern was that the contract did not provide for an overlay on Pine Street, and some of the signal loop detectors had to be placed in existing pavement that did not provide good protection. On future projects, it would be desireable to determine the condition of existing pavement in loop areas, and include any necessary overlay in the contract.

1 [illegible] ✓
Andersen
2 Adams
(pr) [illegible]
Edwards
[illegible]
[illegible]
[illegible]
RECEIVED
FEB 17 1984
ROAD DESIGN
SECTION
Do Not File ☐
Return To
Bring Up / /
Action

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
D & D Paving Co. Contract #9322	Pine St. NE-Division St. NE (Salem) Marion County	Dec. 1, 1983
R.J.Taggart Const. Co.,Inc. Contract #9663	Round Butte Rock Prod. Jefferson County	Dec. 2, 1983
P & F Construction Contract #9614	Jordan Cr.(Arock Rd.) Br. Malheur County	Dec. 2, 1983
Hamilton Construction Co. Contract #9556	Pony Creek Br. (N. Bend) Coos County	Dec. 13, 1983
Henry H. Miller Contr.,Inc. Contract #9583	Wilbur Section Douglas County	Dec. 14, 1983
Gervais Const., Inc. Contract #9519	Chetco River Bridge Curry County	Dec. 16, 1983
Coral Const. Co. Contract #9654	M.P. 0.48 to M.P. 2.25 Sherman County	Dec. 21, 1983
Johnson Rock Products, Inc. Contract #9581	Ore.Coast Hwy.@ N.Bay Dr. Coos County	Dec. 21, 1983

January 4, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

RDC:mk

CPC/FL6

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 19 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9322

December 9, 1983

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5
#9322

Gentlemen or Ladies:

Contract No. 9322 awarded to D & D Paving Co. for work on the Pine Street NE-Division Street NE (Salem) Section of the FAU 1705 (North Liberty-Commercial Couplet) in Marion County was completed on October 31, 1983, and accepted by the State Highway Division on December 1, 1983.

Final payment in the amount of $5,000 will be released to the contractor after December 14, 1983. The total contract amount is $1,666,561.44 including $21,357.91 for work performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: D & D Paving Co.
PO Box 13105
Salem, OR 97309

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
C. O. Fredrickson

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1705(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 00091

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-8-83

8. FEDERAL ROUTE NUMBER FAU 1705

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

PINE STREET NE. - DIVISION STREET NE.

11. GENERAL DESCRIPTION OF WORK

Contractor's Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Keasey's November 9, 1983 letter, this will confirm the advance approval date of November 8, 1983 as date of Notice of Contractor's Claim and authorization to proceed with the necessary work in accordance with the Federal-aid Highway Program Manual at a TEC of $10,000; Federal Funds $8,500 (SFO #6). Rimbursement will be in accordance with the Federal-aid Highway Program Manual.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
NOV 22 '83
REFER TO
Potter
FOR

14. DATE 11-18-83

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9322

5

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pine Street NE - Division St NE (Salem)

WEEK ENDING: October 29, 1983

SECTION PREFIX: 324-1057

HIGHWAY: FAU 1705 (Couplet)

COUNTY: Marion

NAME OF JOB: Pine St NE - Division St NE (Salem)

KIND OF WORK: Grade, Pave, Struct, Water Sys, Sign, Sig. & Illum.

CONTRACTOR: D & D Paving Company

CONTRACT NUMBER: 9322

FEDERAL AID PROJECT NUMBER: IX 1705 (7)

DATE OF CONTRACT: July 21, 1981

DATE WORK STARTED: July 21, 1981

ESTIMATED COMPLETION DATE:

SPECIFIED WORK DAYS:

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: -0- SUPERVISION: -00

SPECIFIED CALENDAR DAYS: 405

CALENDAR DAYS USED: 465

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 115%

PROJECT AUTHORIZATION: $1,880,521.26

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $1,746,795.40

ENGINEERING AUTHORIZATION: $133,725.96

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.47*

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,684,087.44*

ENGINEERING COST TO DATE: $205,200.00*

DATE PROJECT WAS COMPLETED: November 12, 1982

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 3.59%**

PERCENT OF AUTHORIZATION: 153 %

* Revised by use of Estimate No.19 PSF. ** Includes 18,000 Liquidated Damages.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE &water	GRADING	BASE	OIL AND/OR PAVE.	Structure	Sigl & Illu	signing
100%	100%	100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9430 CY	10,770 Ton			11,500 Ton
TOTAL QUANTITIES CORRECTED TO DATE	7762 CY	11,570 Ton			11,270 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2	"			*
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Day count stopped on November 12, 1982
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
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CONSTRUCTION SECTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	Same
TUESDAY	"
WEDNESDAY	"
THURSDAY	"
FRIDAY	"
SATURDAY	"

REMARKS

Still waiting on contractors corrected PR-47 forms prior to issuing the third notification.

SIGNED C.V. Lehman LOCATION Salem

DISTRIBUTION: Construction (3), Region, City, file.
PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

1-31-83

9322

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1705(7)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Marion

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00091

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 1/21/83

8. FEDERAL ROUTE NUMBER: FAU 1705

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Pine Street NE - Division Street NE

11. GENERAL DESCRIPTION OF WORK

Remove and replace concrete curb

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
FEB 8 '83

ang 2/8

REFER TO						
Sevan						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/21/83 as requested in Mr. Keasey's letter of 1/25/83 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 5 representing work to be done by City of Salem Forces is approved for a TEC of $430 Federal Funds $366.

14. DATE: 1/31/83

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Haesner

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

93-22

CON

October 1, 1982

D & D Paving Co.
P. O. Box 13105
Salem, OR 97309

Time Extension Request
Pine St.-Division St. Section
Contract No. 9322
FAP No. IX-1705(7)

Your requests for additional contract time in which to complete the above project have been carefully reviewed. The water line adjustment on the east side of Commercial Street did not delay completion of the project and therefore no added contract time is granted for this portion of your request. A contract time extension of five calendar days is granted due to the water line relocation work near station 54+50 since our records indicate this to be the maximum delay associated with this work.

Should you wish to submit additional data, or to further review this matter, please contact Project Manager Cliff Lehman.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

Obj:mk st

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
Cliff Lehman w/att.
Bob Church (This is FHWA N-P)
FHWA w/att.

324-1057

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO

378-2626

TO: C. T. Keasey
CONSTRUCTION ENGINEER

DATE: September 27, 1982

FROM: Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Pine St. - Division St. Section
N. Liberty - Commercial Couplet
Salem FAU 1705
Contract 9322

Attached are two different time extension requests from D. and D. Paving Company relative to the subject project. Both include the consent of their surety.

The first indicates they were stopped from excavation on the east side of Commercial Street from July 21 through July 26 because the City of Salem had not lowered the water line. Project Manager C. V. Lehman recommends denial of this request as the contractor continued to excavate along Commercial Street during this entire period of time. The exception being he did have to skip where the water surfaces need lowering, but was not at the magnitude to constitute a reason for a time extension. This office concurs with this denial.

The second request for 12 calendar days from July 28 through August 9 indicates they were stopped from preparation and placing of CTB because of a water line at approximate station 54+50, where Commercial and Liberty Streets divide, that had to be lowered by the City of Salem. Mr. Lehman, in his attached September 23 transmittal letter, reviews the specific dates and conditions involved, from which he reluctantly recommends a five day extension for the July 30 through August 4 period, not including August 2. This office concurs with the recommendation of Mr. Lehman's and recommends the five calendar day extension.

9-29-82

W. E. Schwartz:

I concur with Region and Proj. Mgr. and recommend a time extension of 5 C.D. This will be FHWA Non-participating

O. B. Jackman

GW/rgb

attch.
cc: Cliff Lehman

RECEIVED
SEP 28 1982
CONSTRUCTION SECTION
SCS
EEO
TC
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CP

81-125-1367

9322

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1705(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00091

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE See below

8. FEDERAL ROUTE NUMBER FAU 1705

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Pine St. NE - Divison St. NE (Salem)

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

RECEIVED
STATE HWY ENGR
SEP 1 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D.R	Sign	Act	File

Orig 9-10

13. REMARKS

As requested in Mr. Swan's letter of 8/18/82 this will confirm the advance approval date of 12/3/81 to proceed with the actual adjustment to the City of Salem's water main. Conflict at the NW corner of Shipping St. NE and Commercial St. NE at a TEC of $1,400 Federal Funds $1,190.00. Also, as requested, this will confirm the advance approval date of 7/23/82 to proceed with the actual adjustments to the City of Salem's water mains located on Commercial St. at a TEC of $3,890.00 Federal Funds $3,307.00.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 8/30/82

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

Salem

1 Versteeg ✓
Anderson
Adams
2 Olson
3 Sullivan
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RECEIVED
AUG 23 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ___/___
Action

ROW 18-4

August 18, 1982

RECEIVED
TECHNICAL SERVICES
AUG 19 '82
REFER TO Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Program Control Engineer

SUBJECT: Water Facilities Relocation
[redacted]
FAU 1705 (Liberty St. - Commercial St. Couplet)
Marion County
Project No. IX-1705(7)

Here are copies of two estimates of cost to adjust additional conflicting water facilities owned by the City of Salem, and a sketch showing their proposed relocation.

A certification prepared by Don Bedford as to the City's rights in the land occupied by their facilities is in our files.

The conflicts were not originally anticipated, therefore, the City was advised verbally of the conflicts as soon as it was known. The relocation agreement for the additional relocation work will, therefore, consist of verbal notification of conflicts, the estimates and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the City's facilities occupy their street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

It is understood that a careful check will be maintained as to which water services are actually in conflict and which are torn out because of the contractor's negligance.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of December 3, 1981 and July 23, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $5,290.

JMC/DES/llr
Enclosures
cc: E. S. Hunter
    Jack M. Cartwright
    Don Bedford

9322

2.

ROW 18-4

August 4, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus
Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Service Adjustments
City of Salem
Pine St. NE-Division St. NE (Salem) Section
FAU 1705 (Liberty St.-Commercial St. Couplet)
Marion County
Project No. IX-1705(7)

Dear Mr. Kappus:

Confirmation of your verbal authorization for the City of Salem's Water Department to proceed with the relocation of water services in conflict with this project as of July 23, 1982 is requested. It is understood that a careful check will be made as to which services are in conflict and which are torn out because of contractor's negligence. An estimate of cost has been received from the City in the amount of $3793. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
July 23, 1982 is approved

William H. Kappus
William H. Kappus, Area Engineer

RECEIVED
TECHNICAL SERVICES
AUG 18 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

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[illegible]
RR & UTILITY UNIT

JMC/llr
cc: E. S. Hunter
D. E. Swan
C. O. Fredrickson
Don Bedford
Pete Gonzalez

9322

CON

August 3, 1982

D & D Paving Company
P. O. Box 13105
Salem, OR 97309

Time Extension Request
Pine St. NE-Division St. NE (Salem)
Contract No. 9322

Your second request for additional contract time on the above project due to high moisture content of excavation material has been reviewed. Your request is denied as not being valid in accordance with the contract provisions.

If you wish to submit additional data, or to further review this matter, please contact Project Manager Cliff Lehman.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
Cliff Lehman w/att.

324-1057

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO

378-2626

TO: C. T. Keasey
CONSTRUCTION ENGINEER

DATE: July 28, 1982

FROM: Gerald Wimer
REGION 2 CONSTRUCTION ENGINEER

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SUBJECT: Time Extension Request
Pine St. - Division St.
Liberty - Commercial Couplet
Salem FAU 1705
Contract 9322

D. and D. Paving Company, the contractor on the subject project, by the attached formal request asks that we increase the authorized 400 calendar days (cds) by 30 cds to a new total of 430 cds. They indicate that from March 29 to April 28, because of "...unstable, high moisture content we were unable to place CTB on the roadbed cuts." They refer to Douglas W. Austin's attached April 28 letter.

On March 23 they requested the 30 cds from February 22 to March 22 because they "...were prevented from working due to the unstable material..." You denied that request by your April 2 letter.

Project Manager C. V. Lehman indicates "The principle reason for the over-optimum moisture content was the excavation being left open all winter with no provision to prevent runoff from entering it. Slightly above average rainfall should not be considered since provisions to prevent the runoff from entering the excavation would have prevented much of the problem." This office concurs with Mr. Lehman's analysis. We also wish to point out and to answer O. B. Jackmond's April 1 question that we consider the subgrade not unstable, but just wet. We did give the contractor the option of subexcavating at his expense, which he did a small amount of.

In summation this office, as well as Mr. Lehman, recommends denial of the current request.

attch.
GW/rgb

cc: C. V. Lehman

8-2-82
W.E.S.

I concur with Region and recommend the request be denied.

OBJ

1-125-1387

324-1057

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: C. T. Keasey
CONSTRUCTION ENGINEER

DATE: July 28, 1982

FROM: Gerald Wimer Gerald Wimer
REGION 2 CONSTRUCTION ENGINEER

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JUL 29 1982
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SUBJECT: Time Extension Request
Pine St. - Division St.
Liberty - Commercial Couplet
Salem FAU 1705
Contract 9322

D. and D. Paving Company, the contractor on the subject project, by the attached formal request asks that we increase the authorized 400 calendar days (cds) by 30 cds to a new total of 430 cds. They indicate that from March 29 to April 28, because of "...unstable, high moisture content we were unable to place CTB on the roadbed cuts." They refer to Douglas W. Austin's attached April 28 letter.

On March 23 they requested the 30 cds from February 22 to March 22 because they "...were prevented from working due to the unstable material..." You denied that request by your April 2 letter.

Project Manager C. V. Lehman indicates "The principle reason for the over-optimum moisture content was the excavation being left open all winter with no provision to prevent runoff from entering it. Slightly above average rainfall should not be considered since provisions to prevent the runoff from entering the excavation would have prevented much of the problem." This office concurs with Mr. Lehman's analysis. We also wish to point out and to answer O. B. Jackmond's April 1 question that we consider the subgrade not unstable, but just wet. We did give the contractor the option of subexcavating at his expense, which he did a small amount of.

In summation this office, as well as Mr. Lehman, recommends denial of the current request.

attch.
GW/rgb

8-2-82
W.E.S.

cc: C. V. Lehman

I concur with Region and recommend the request be denied.

81-125-1387

9322

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STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

April 2, 1982

CON 5 #9322

D & D Paving Company
P.O. Box 13105
Salem, OR 97309

RE: Time Extension Request
Pine St. NE-Division St. NE (Salem)
Contract No. 9322

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. Your request was based upon a statement that you were prevented from working due to 'unstable material'. We do not concur that the material in question was, or is, unstable and therefore, your request is denied.

Should you wish further review or to submit additional data, please contact Project Manager Lehman.

Sincerely,

Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

CTK:cb

bc: W. E. Schwartz (att.) ✓
C. O. Fredrickson (att. 1 ltr.)
C. Lehman "

RECEIVED
STATE HWY ENGR
APR - 5 '82
REFER TO

FOR

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734-3123

724-1057

STATE OF OREGON **INTEROFFICE MEMO**

TO: O. B. Jackmond
CONTRACT ADMINISTRATIONS ENGINEER

DATE: March 31, 1982

FROM: Gerald Wimer, P.E. Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Request for Time Extension
Pine St.-Division Street
Salem FAU 1705
Liberty Commercial Couplet
Contract 9322

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D. and D. Paving Company, contractor on the subject project, by the attached formal request asks that we increase the authorized 400 calendar days (cd) by 30 cd to a new total of 430 cd. They specify that from February 22, 1982, to March 22, 1982, "we were prevented from working due to the unstable material and the roadbed located from Sta. 40+00 to 50+00 on the east side of Liberty Street."

The contractor thinks Standard Specification 203.34 applies. However, we believe 203.41 is first applicable. The contractor intends to make a claim relative to this.

(See 203.44)

I do not believe any of the Standard Specification 108.09 reasons for adjustment of contract time apply unless the contractor's claim is subsequently granted. In the interim, I recommend as Project Manager Cliff Lehman has in his attached March 25, 1982, letter that the request be denied.

GW/rgb
attch.

cc: Cliff Lehman

4-1-82

CTK -

Transmittal from Project Manager and Region is too superficial to evaluate. However, *if* the contractor is claiming additional time for unstable subgrade conditions and *if* the Project Manager is saying that the subgrade is not unstable - just wet. I then concur with Region to deny the time extension request unless the contractor is subsequently successful in a claim related to unstable subgrade material.

REGION 2 ENGINEER
RECEIVED
MAR 26 1982
☐ RLE ☐ RGE
[✓ RE] [✓ RCE] [✓ RME] ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 324-1057

Salem, Oregon
March 25, 1982

FROM: C. V. Lehman
Project Manager

TO: C. O. Fredickson
Regional Engineer

SUBJECT: Pine St NE-Division St NE (Salem)
FAU 1705 (N Lib/Comm Couplet)
Marion County
Contract No. 9322

Contractor's Request for Time Extension.

Herewith is the Contractor's Request for Time Extension. As noted on the request Irecommend the request be denied.

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 9322 Contractor D. and D. Paving Company

Highway FAU 1705 (North Liberty/Commercial Couplet)

Section Pine Street NE - Division Street NE (Salem)

Kind of Work Grade, Pave, Struct., Wtr Syst., Sign, Illum. and Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~**GRANTED**~~. The reasons for such recommendation are as follows: The only reason for delay during the time period set forth by the Contractor was the inclement weather which created excessive moisture in the sub-grade preventing proper compaction.

Recommended for Approval:

Region Engineer

O. B. Jackmond For Construction Engineer ~~or Bridge Engineer~~

RECEIVED

State Highway Engineer

SP*19063-734

Contract No.	9322
Project designation (State-Federal)	Federal
Date awarded	July 21, 1981
Work started	July 21, 1981
Per cent completed (Date)	36% (3-25-82)
No. of Workdays Allowed	400
No. of Workdays Used	237 (3-25-82)
No. of Added Workdays Requested	30

Form 81-734-3320

RECEIVED
MAR 23 1982

RES	ASST	INSP	INSP	OM

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date 23/mar, 1982

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 400 days to 430 days, within which to complete our Contract No. 9322, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Feb 22 1982 to March 22 1982. We were prevented from working due to the unstable material and the road bed Located from station 40+00 to 50+00 on the east side of Liberty S.

Respectfully submitted,

D & D Paving Co.
Contractor

By Dwight W Austin

CONSENT OF SURETY

Date 3/23, 1982

We, SAFECO INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

MARCUS C. WULF Attorney-In-fact

(SEAL)

WULF INSURANCE Resident Agent

9322

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-2-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1705(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00091

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/12/81

8. FEDERAL ROUTE NUMBER FAU 1705

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Pine Street NE - Division Street NE (Salem) Section

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 11/23/81 this will confirm the advance authorization date of 10/12/81 to proceed with the actual adjustment of the City of Salem's water lines on an actual cost basis estimated to be $5,176 Federal Funds $4,400.

I approve the agreement with the City of Salem.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

RECEIVED
STATE HWY ENGR
DEC 4 '81
REFER TO Moehring
FOR
Info | Inves | R/D | D R | Sign | Act | File

Orig 12/4

14. DATE 12/2/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9322

L

ROW 18-4

November 23, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT. Water Facilities Adjustment
City of Salem
Pine St. NE-Division St. NE (Salem) Section
FAU 1705 (Liberty St.-Commercial St. Couplet)
Marion County
Project No. IX-1705(7)

Here is a copy of an estimate of cost to adjust the City of Salem's water facilities dated October 30, 1981, and a sketch showing their proposed relocation.

A certification prepared by Don Bedford as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the City's Water Department was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as these are City owned facilities on City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and two crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

RECEIVED
TECHNICAL SERVICES
NOV 27 '81
REFER TO
FOR
Info [illegible] R/D [illegible] Sign Act File

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of October 12, 1981 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $5,176.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

9322

324[illegible]057

STATE OF OREGON **INTEROFFICE MEMO**

TO: Robert Gormsen, Manager
COMMISSION SERVICES

DATE: October 26, 1981

FROM: Gerald Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Potential Claim Notice
Hinds Supply Company
Pine St. NE-Division St. NE
Commercial-Liberty Couplet
Salem FAU 1705
Contract 9322

Hinds Supply Company by the attached October 19 notice of delivery of materials and their attorney Joseph W. Glaze's May 7, 1980, letter served notice that they reserve the right to file a lien.

Please review these documents which were received by this office under certified mail P22 4205698 October 22 with Chief Counsel Jack Sollis and determine if they need recording in your office. If not, please advise.

GW/rgb
cc: Jack Sollis w/attch.
C. T. Keasey "
Cliff Lehman "

ATTENTION:

FROM:
JACK L. SOLLIS

COMMENTS:
no need to record — just put in contract file
JES

Form 731-0022 (6-80) SP*71282-734

RECEIVED
OCT 27 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Gormsen noted
fr

HINDS SUPPLY COMPANY
4000 S.W. HOCKEN AVENUE — (503) 643-8551 — BEAVERTON, OREGON 97005

NOTICE OF DELIVERY OF MATERIALS

TO Scharff Brothers
150 Corden Rd. N. E.
Salem, Oregon 97301

and

Oregon State Hwy. Department
2960 State
Salem, Oregon 97301

The undersigned is delivering materials and supplies to be used in connection with construction on property at Salem, Oregon, which property is described as follows:

Pine Division N. E. Fav 1705
Salem, Oregon

in the County of Marion, State of Oregon.

These materials and supplies were ordered for use by Scharff Brothers. This notice is furnished for your protectinn and in compliance with the laws of the State of Oregon ralating to Construction Liens and to advise you that a lien may be claimed for all such material and supplies delivered after a date which is ten days before this notice is mailed. Payment by you to the Contractor ordering these materials and supplies does not remove the right of the undersigned as the person furnishing the materials and supplies to claim a lien against the property described herein unless the undersigned is in fact paid. No further notice of this or any subsequent delivery of materials and supplies to you is necessary. Please feel free to contact us for any information you require concerning this notice.

Dated this 19th day of October 1981.

Certified No. 4205696, 4205697 & 4205698

HINDS SUPPLY COMPANY
By

4000 S.W. Hocken Avenue
Beaverton, Oregon 97005

RECEIVED
OCT 27 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REGION 2 ENGINEER
RECEIVED
OCT 22 1981
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Waterworks Materials and Fabrications

JOSEPH W. GLAZE
ATTORNEY AT LAW
311 "B" AVENUE
P.O. BOX 473
LAKE OSWEGO, OREGON 97034
TELEPHONE 503 / 636 4554

May 7, 1980

TO WHOM IT MAY CONCERN:

The enclosed Notice of Delivery of Materials is not a lien. It is merely a notice required by law in the event a lien must later be filed.

No lien will be filed if timely payment is made for all materials delivered for your construction project.

Very truly yours,

Joseph W. Glaze

Joseph W. Glaze

RECEIVED
OCT 27 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9322

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-2-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1705(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00091

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/31/81

8. FEDERAL ROUTE NUMBER FAU 1705

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Pine Street NE - Division Street NE (Salem)

11. GENERAL DESCRIPTION OF WORK
Furnish and install bracket arms and luminaires on PGE owned poles

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

This will confirm the advance authorization date of 7/31/81, as requested in Mr. Keasey's letter of 8/19/81 as being in the public interest for the use of PGE Forces to proceed with the above work. State Force Order No. 2 representing work performed by Portland General Electric Co. is approved for TEC NTE $9,600 Federal Funds $8,160.

RECEIVED
STATE HWY ENGR
SEP 4 '81
REFER TO Mechling
FOR

14. DATE 9/2/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9322

8-20-81

L. A

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1705(5)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00091

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/20/81
8. FEDERAL ROUTE NUMBER FAU 1705
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Pine Street - Division Street (Salem)

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 8/11/81 I approve the revised Preliminary Engineering Costs to a TEC of $63,000 Federal Funds $53,550.

(Increase TEC $2,300 Federal Funds $1,955 Appn Code 772)

(Note: Above increase to cover final costs only based on final billings from the City of Salem)

[illegible]

STATE HWY ENGR
AUG 25 '81
REFER TO
[illegible]
FOR

Info	Inver	R/D	D/R	Sign	Act	File

14. DATE 8/20/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Salem

ROAD DESIGN SECTION

George Sanford
Construction Division

August 11, 1981

Merlyn A Anderson

Merlyn Anderson
Landscape Engineer

Pine Street, N.E.-Division Street, N.E. (Salem)
FAU 1705 (N. Liberty/Commercial Couplet)
Marion County
Contract No. 9322

Mike Lucker, Landscape Designer, reviewed this project July 17, 1981 with Cliff Lehman, Resident Engineer, to determine which trees could be saved and which ones needed to be removed.

The trees to be removed are large and $234.50 per tree is a fair price for this work.

MA:ja

93 [illegible]

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

August 11, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 00091
Project No. IX-1705(5)
Pine St.-Division St. (Salem) Sec.
Marion County

I request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the final costs based on final billings received from the City.

Approval of this request will involve an increase of $2,300 in total cost and Federal obligation of $1,995 in Interstate Substitution General Funds (Appn Code 772) with revised financing as follows:

	TEC	FF	%
Present	$63,000.00	$53,550.00	85%
Previous	60,700.00	51,595.00	85%
Difference	$ 2,300.00	$ 1,955.00	

Form 734-3122

Funding of this increase is from 772 appropriation monies released from Project No. IX-1705(7).

Also enclosed is a revised project agreement estimate and modification of project agreement.

JLG:bkc
Attachment

cc: C.O.Fredrickson (Region 2)
F.E. Terpin
P.Stearns

Gary Zehner (w/att.)
General Files ✓

9322

CON 5

DATE: July 24, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
IX-1705(7)

Contract 9322, Work Started July 22, 1981

Project Pine St. NE-Division St. NE (Salem)

Highway FAU 1705 (N. Liberty/Comml. Couplet)

County Marion

RDC:mk

cc: R. D. Church

93-22

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-17-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

L.

1. FEDERAL-AID PROJECT NO. IX-1705(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00091

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/17/81

8. FEDERAL ROUTE NUMBER FAU 1705

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Pine Street NE = Division Street NE (Salem) Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 7/14/81 you are now authorized to proceed with the actual adjustments for the City of Salem's water facilities on an actual cost basis estimated to be $7,635 Federal Funds $6,490.

I approve the agreement with the City of Salem, Department of Utilities/Public Work.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

[illegible] of funds.

RECEIVED
STATE HWY ENGR
JUL 22 '81
REFER TO
FOR

7/25

for Division Administrator

9322

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-4

July 14, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Operations Programming Engineer

NOTED
E S HUNTER

SUBJECT: Water Facilities Relocation
City of Salem
Pine St. NE-Division St. NE (Salem) Sect.
FAU 1705 (N. Liberty-Commercial Couplet)
Marion County
Project No. IX-1705(7)

Here is a copy of an estimate of cost to adjust the City of Salem's water facilities dated July 2, 1981.

A certification prepared by Don Bedford as to the City's rights in the land occupied by their facilities is in our files.

The City of Salem is responsible for utility relocations to accommodate this project. The conflict was anticipated. The relocation agreement providing for reimbursement of City's relocation costs will, therefore, consist of the estimate submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as facilities occupy City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves twelve (12) crossings of the project by the facilities and twenty-one (21) valve adjustments.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $7,635.

RECEIVED
TECHNICAL SERVICES
JUL 15 '81
REFER TO
FOR

JMC/DES/llr
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

9322

2

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: FILE

DATE: June 10, 1981

FROM: H S Coulter
H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 25, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 25, 1981, on the following projects:

1. 362nd Drive @ Skogan Road
   Skogan Road, Clackamas County
   Grading and Paving
   Connection revision
   Twelve-foot lanes with three-foot shoulders

   Footpaths and bicycle trails will no tbe established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Bend W.C.L. - Forest Boundary
   Century Drive Highway, Deschutes County
   Grading and Paving
   Six-foot bike lanes on this project to be striped and signed

3. Swalley Canal-McKenzie-Bend Interchange
   The Dalles-California Highway, Deschutes County
   Paving
   Six-foot shoulders on this project to be signed and striped as bike lanes

4. Sherman Avenue-Eugene Street (Hood River)
   Serpentine Road, Hood River County
   Grading and Paving
   City Street. Twelve-foot lanes with eight-foot parking lanes

   Same as No. 1.

Contains
Recycled
Materials

5. Jordan Creek (Danner) Bridge
County Road 995, Malheur County
Structure
Minor realignment with structure replacement
Twenty-eight-foot aggregate surfacing

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Boone Road S.E.-Barnes Avenue S.E. (Salem)
Pacific Highway East, Marion County
Grading and Paving
Twelve-foot lanes, fourteen-foot continuous left-turn lane and eight-foot minimum shoulders

Same as No. 1.

7. 35th Avenue Realignment at Silverton Road (Salem)
35th Avenue N.E., Marion County
Grading and Paving
An eight-foot sidewalk will be constructed for bicycle and pedestrian use

8. Bombing Range Road-Butter Creek (Unit 1)
Lexington-Echo Highway, Morrow County
Paving
Primarily overlay with twelve-foot lanes and two-foot shoulders

Same as No. 1.

9. Bensel Road-Hermiston Ditch
River Road, Umatilla County
Grading and Paving
Twelve-foot lanes with four-foot shoulders

Same as No. 1.

10. Pine Street N.E.-Division Street N.E. (Salem)
Liberty Street-Commercial Street Couplet, Marion County
Grading and Paving
Nominal curb-to-curb width is thrity-six feet incorporating two fourteen-foot travel lanes and an eight-foot combination emergency parking and bicycle lane. Five-foot sidewalks on each side for pedestrian use

HSC:RS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9322

2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-3-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	IX-1705(7)
2. STATE PROJECT NO.	See below
2A. COUNTY NAME	Marion
3. FROM	Dale E. Wilken, Division Administrator FHWA - Oregon Division
4. PROGRAM NO.	
5. ITEM NO.	00091

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/3/81	FAU 1705	City Street

10. GENERAL LOCATION:

Pine Street - Division Street (Salem)

11. GENERAL DESCRIPTION OF WORK

Grade, drain, HT Pavement, Signal, Illumination and Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

R. R. Protective Costs $3,000
Temp. & Perm. Pave. Striping S.F.$7,500
Remove Striping S.F. $1,000
On the job training $1,600
State Furnished Software $1,000
Asphalt Cement Adjustment

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in you Estimate.

Mr. Swan's 6/1/81 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,311,840 Federal Funds $1,965,063.

A signed copy of the Title Sheet is returned herewith.

Orig mailed 6-11-81

RECEIVED
STATE HWY ENGR
JUN 10 '81
REFER TO [illegible]
FOR
Info | Inves. | R/D | D/r | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/3/81		for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9322

STATE OF OREGON **INTEROFFICE MEMO**

City

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: May 28, 1981

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening June 25, 1981

Federal-aid Project No. IX-1705(5)(7) Highway No. 724 City

Federal-aid Project Name Pine St.-Division St. (Salem)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project. This report does not include the status of Railroad & Utilities' files that may be in the area of this contract, but are reported separately by our Utility Section.

[ ] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[X] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * * *

[X] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

1 Versteeg ✓
Anderson
3 Christensen W
Olson
2 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 28 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

FCL:jr

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Contains Recycled Material

1322

Salem

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/27/81

Donald L

Paul

Feb. 26, 1981 Bid Letting ________ All Clear Deadline

SECTION Pine St.-Division St.

Highway City of Sale.

County Marion Region 2

Type of Work G-P-Str-Sn-Sign-Ill Funds FAI-X

State ___ Consultant ___ Plans Avail. [✓ Yes] No

Const Noise

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☐	☒	☒	☒	☒
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☒	☐	☐	☒

9322

5-20-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1705(7)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00091

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/20/81	8. FEDERAL ROUTE NUMBER FAU 1705	9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Pine Street - Division Street (Salem) SEction

11. GENERAL DESCRIPTION OF WORK

Grade, drain, pave, signal and illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of May 19, 1981 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $2,311,840 Federal Funds $1,965,063.

RECEIVED
STATE HWY ENGR
JUN 2'81
REFER TO Manning
FOR
Info | Inter | R/D | D/R | Sign | Act | File

Orig w/ 6-2-81

14. DATE 5/20/81	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4322

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 19, 1981

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00091
Project No. IX-1705(7)
Pine St. - Division St. (Salem) Salem
Marion County

Attached support data consists of PR-1 forms, project maps and signal warrants for Pine at Commercial, Liberty and Broadway Streets.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 25, 1981.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $2,311,840 with an obligation of $1,965,063 in Federal funds based on the enclosed PS&E estimate dated January 23, 1981.

This request is based on the March 27, 1980 letter to you from Mr. F.B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

Interstate Transfer Funds for this project are available from obligation release on project IX-BRF-47 (13).

JLG/lms
Attachments

cc: C.O. Fredrickson (Region 2)
Gary Zehner w/att
General Files

9322

1-305
Salem

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

March 17, 1981

REGION 2 ENGINEER
RECEIVED
MAR 18 1981
☐ RLE ☐ RBE
☑ RE ☐ RCE ☐ RME ☐ RIE ☑ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

C.O. Fredrickson
Region Engineer
Oregon State Highway Division, Region 2
East Salem Highway Building
2960 East State Street
Salem, Oregon 97310

Re: N. Liberty Commercial Couplet 770320
Pine St. to Division St. Section
Construction Plans

Dear Mr. Fredrickson:

As you are aware, the Salem Area does not have sufficient Interstate Transfer Funds(FAIX) to contract both the Marion Bridge and Liberty Commerical Couplet this fiscal year. The City Council and Marion County Board have agreed that this years FAIX Funds should go to the Marion Bridge.

The Liberty-Commercial Couplet plans and special provisions include 13 sheets of water line construction at 100% City Cost in on amount of $180,500. We prefer not to re-budget these City water funds into 1981-82.

Therefore, would you please return to us as soon as possible the 13 sheets of water plan originals, so we can change the title blocks and advertise this as a separate contract this fiscal year. We need these plans back as soon as possible in order to change the title blocks, advertise for bids and award a contract by June 22, 1981 (last City Council meeting this fiscal year).

You will also need to delete any reference to the water line in the special provisions and cost estimate. These water lines should be added to the street plans as an existing water line.

1 Versteeg
Anderson
2 Christensen W
Olson
3 Sullivan
Terpin
Trout
Wakerlig

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MAR 20 1981
ROAD DESIGN SECTION

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Action

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Ronald J Merry

Ronald J. Merry, P.E.
Assistant Director of Public Works/
Engineering

RJM/RWL:lg

cc: Don MacFadden, Chief Design Engineer
Ralph Lambert, Project Engineer

9322 Salem

Gerald Wimer
Region 2 Construction Engineer

January 27, 1981

Lyle K. Watson for
Duane O. Christensen
Final Design Engineer

Pine Street-Division Street (Salem)
FAU 1705 (N. Liberty-Commercial Couplet)
Marion County

The subject project is scheduled for contract letting on February 26, 1981.

The curb bedding details shown on Sheet 2D of the contract plans have been reviewed. Because of wheel loading adjacent to the curbs and possible infiltration of water at these locations, we feel that placing aggregate base under the curbs for a bedding is not consistent with good engineering practices. Therefore, during construction we recommend the placing of cement treated base at these locations. The problem of getting proper compaction with CTB at those narrow areas should be no different than compacting the proposed aggregate material.

The Division Street N.E.-Trade Street S.E. (salem) Section project, now under construction, called for the same bedding detail. Resident Engineer, Cliff Lehman, was contacted about this problem and he told us that he eliminated the aggregate bedding material and had no problems with compaction or curb grade control by using CTB.

Enclosed please find copies of Sheets 2, 2A, 2B, 2C, and 2D showing the deletions to the contract plans that we recommend.

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WEC:ab
cc: C. T. Keasey
Jack Sullivan
Cliff Lehman
W. E. Cole

9322

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

January 5, 1981

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00091
Project No. IX-1705(7)
Pine St.-Division St. (Salem) Section
Marion County

Attached support data consists of PR-1 forms, project maps and signal warrants for Pine at Commercial, Liberty and Broadway Streets.

It is the Oregon State Highway Division's intention to request PS&E approval upon availability of funds.

I request transfer of Interstate Substitution General Funds for the construction of the subject project. The action will involve an estimated total cost of $3,000,000 with substitution funds in the amount of $2,550,000.

This request is based on the March 27, 1980 letter to you from Mr. F.B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bke
Attachments

cc: C.O. Fredrickson (Region 2)
Gary Zehner
General Files

9322 12-80

PINE STREET NE-DIVISION STREET NE SECTION
(N. LIBERTY-COMMERCIAL COUPLET)
CITY OF SALEM
MARION COUNTY

Prepared by:

Oregon Department of Transportation
Technical Services Branch
Ted Pallister, Environmental Engineer

December 1980

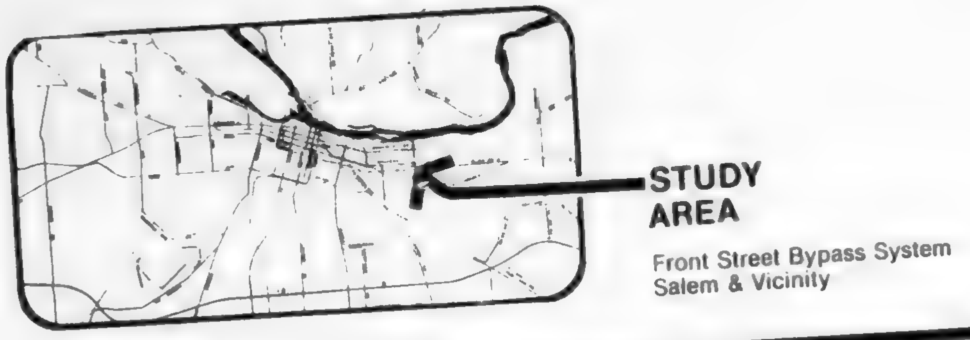
PROJECT DESCRIPTION

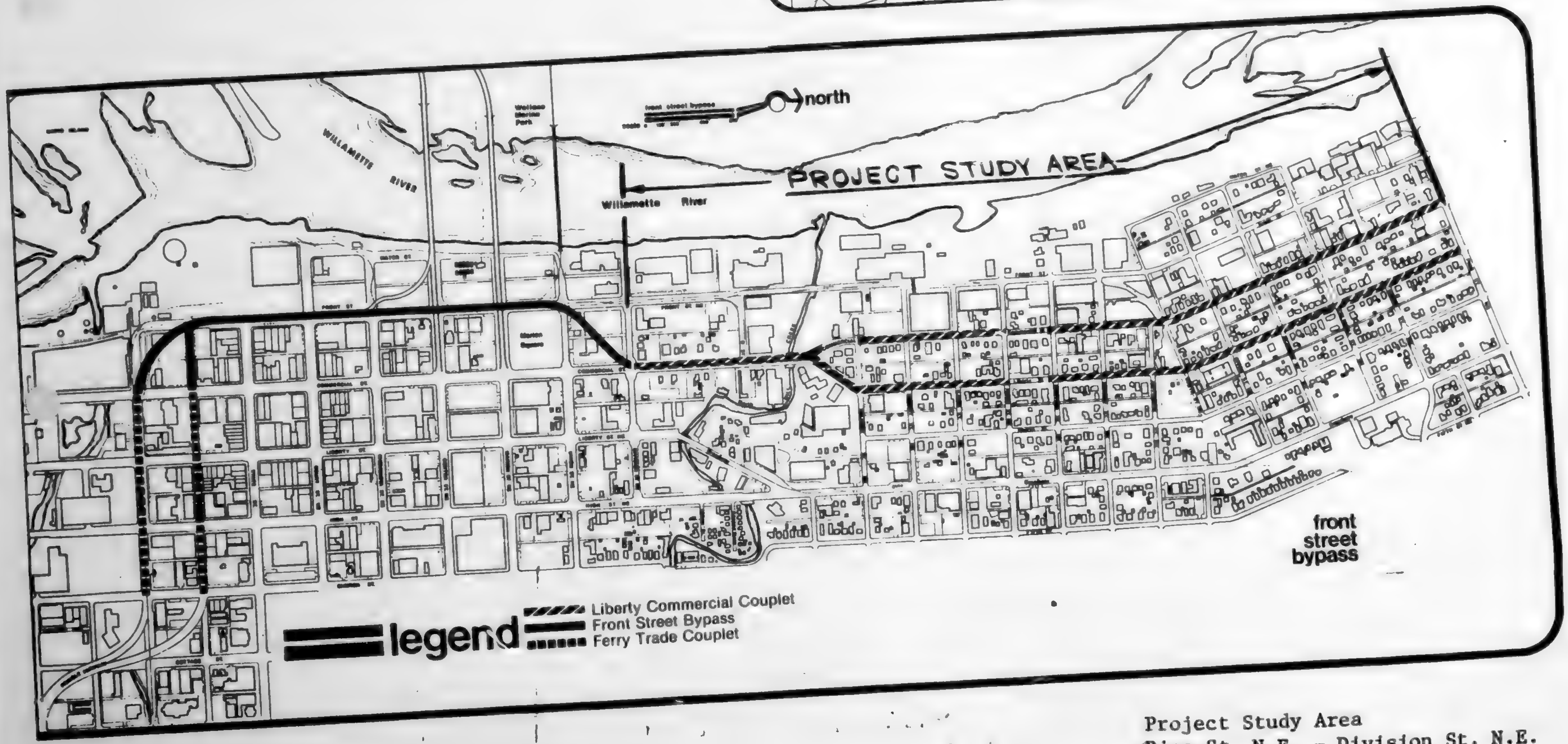
This project is the Pine Street NE-Division Street NE Section of the Salem Front Street Bypass. Being the northernmost segment of the Front Street Bypass System, the project is 1.1 miles long and consists of Commercial Street north of Division Street (two-way section) and the North Liberty-Commercial couplet north to Pine Street.

Commercial Street between Division Street and Mill Creek will be widened from the existing four traffic lanes (two northbound, two southbound) to six traffic lanes (three northbound, three southbound) on the existing 99-foot right-of-way. The Mill Creek bridge will be reconstructed to handle increased traffic loadings. A typical cross section on the Division Street to Mill Creek segment would be six 12-foot traffic lanes, a 3-foot median, sidewalks, and a fourth lane southbound between D Street and Division Street for right turns onto the Front Street Bypass.

Liberty Street and Commercial Street north of Mill Creek are presently two-lane one-way streets (Liberty northbound, Commercial southbound). Both streets will be enlarged to three one-way traffic lanes. This will require widening the roadway from the existing 30 feet to 36 feet (three feet each side). All street widening will be accomplished within the existing 66-foot right-of-way. Two small parcels (total area less than 0.01 acre) will be acquired at the intersections of Liberty/Pine and Commercial/South for increased curb radii. The third lane on each street will be reserved for bicyclists and emergency parking until such time as traffic volumes warrant conversion to a through traffic lane. Existing on-street parking on Liberty Street and Commercial Street will be removed.

Intersections on both streets will be reconstructed to remove the crowns from crossing streets and give a smoother vehicle ride on Liberty


STUDY
AREA
Front Street Bypass System
Salem & Vicinity


north
front street bypass
PROJECT STUDY AREA
WILLAMETTE RIVER
Willamette River
front
street
bypass
legend
Liberty Commercial Couplet
Front Street Bypass
Ferry Trade Couplet

Project Study Area
Pine St. N.E. - Division St. N.E.
Figure 1.

Street and Commercial Street. A new traffic signal will be installed at the intersection of Commercial and Pine. Railroad drop gates will be installed at the track crossings near South Street as a separately funded state project.

A typical cross-section on both streets would consist of three 12-foot traffic lanes (one lane reserved for bicycles and emergency parking), and landscaped strips (tree lawn) and sidewalks adjoining the roadway on both sides.

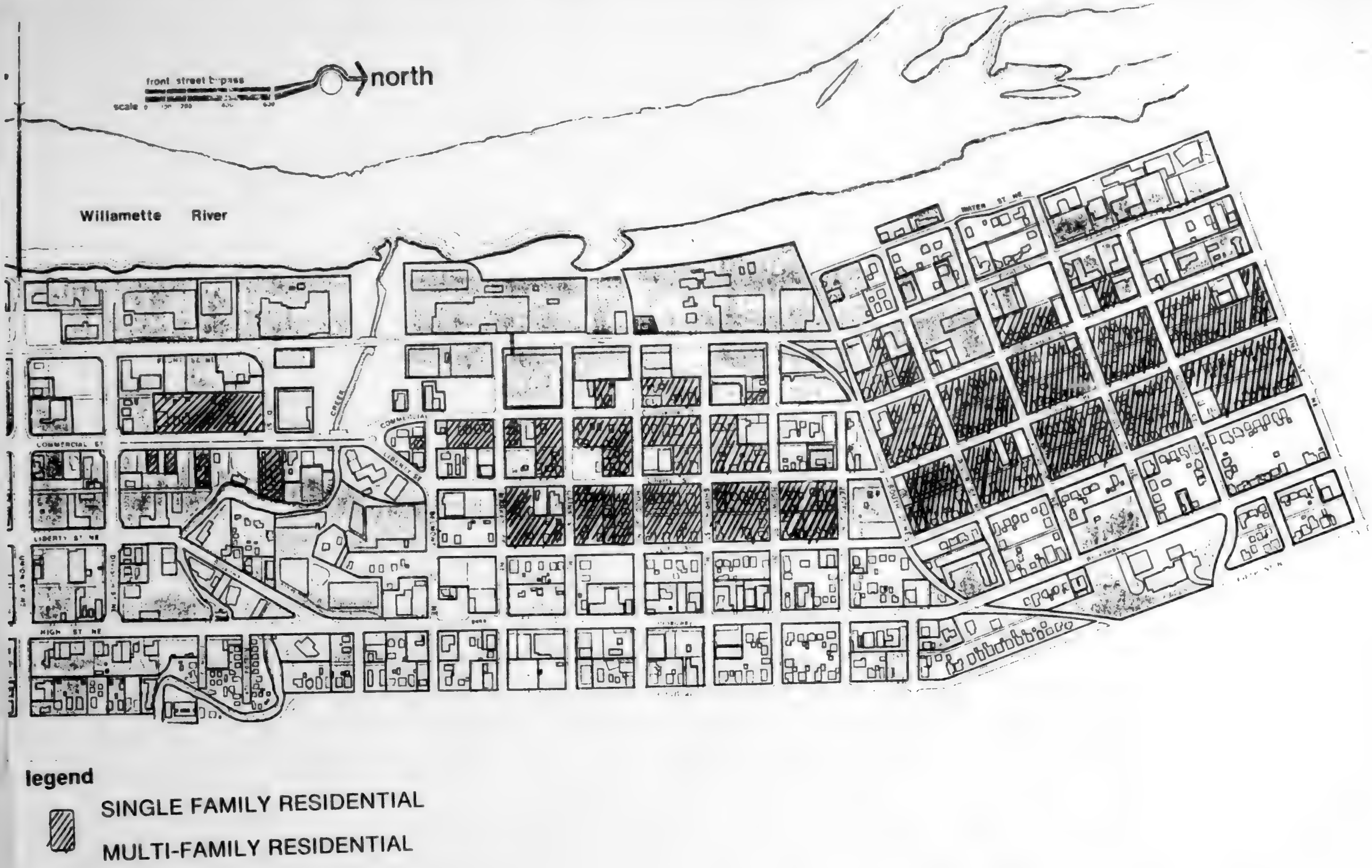
This project is classified as a Federal-Aid Highway Program Manual Volume 7, Chapter 7, Section 3 (FHPM 7-7-3) type 1B Highway Project.

LAND USE

Being just north of the centeral business district, land use becomes transitional and mixed with a progressive decrease in commercial activities as one progresses north. Both single and multi-family residential uses north of Market Street are predominant on both sides of Liberty Street north to Pine Street. A mixture of single and multi-family residential, commercial, and industrial uses exists along Commercial Street between Division Street and Pine Street. Figure 2 presents existing project area land use.

TRAFFIC

Traffic volume for the year 1975 is presented in Figure 3. Traffic projections for the year 2000 were made using two computer programs. One program, Future Test System One (FTS-1), loads traffic onto the existing (1975) street system plus scheduled projects. Future Test System Three (STS-3) assumes that all projects in the Transportation Improvement Program (TIP) 1977-1982 for the Salem area would be constructed. FTS-1 and FTS-3 use loading methods that assign the traffic to the shortest routes. These volumes are presented in Figure 4. Peak hour traffic volumes (year 2000) are estimated to be 10% of the (ADT). Truck volume for Commerical Street

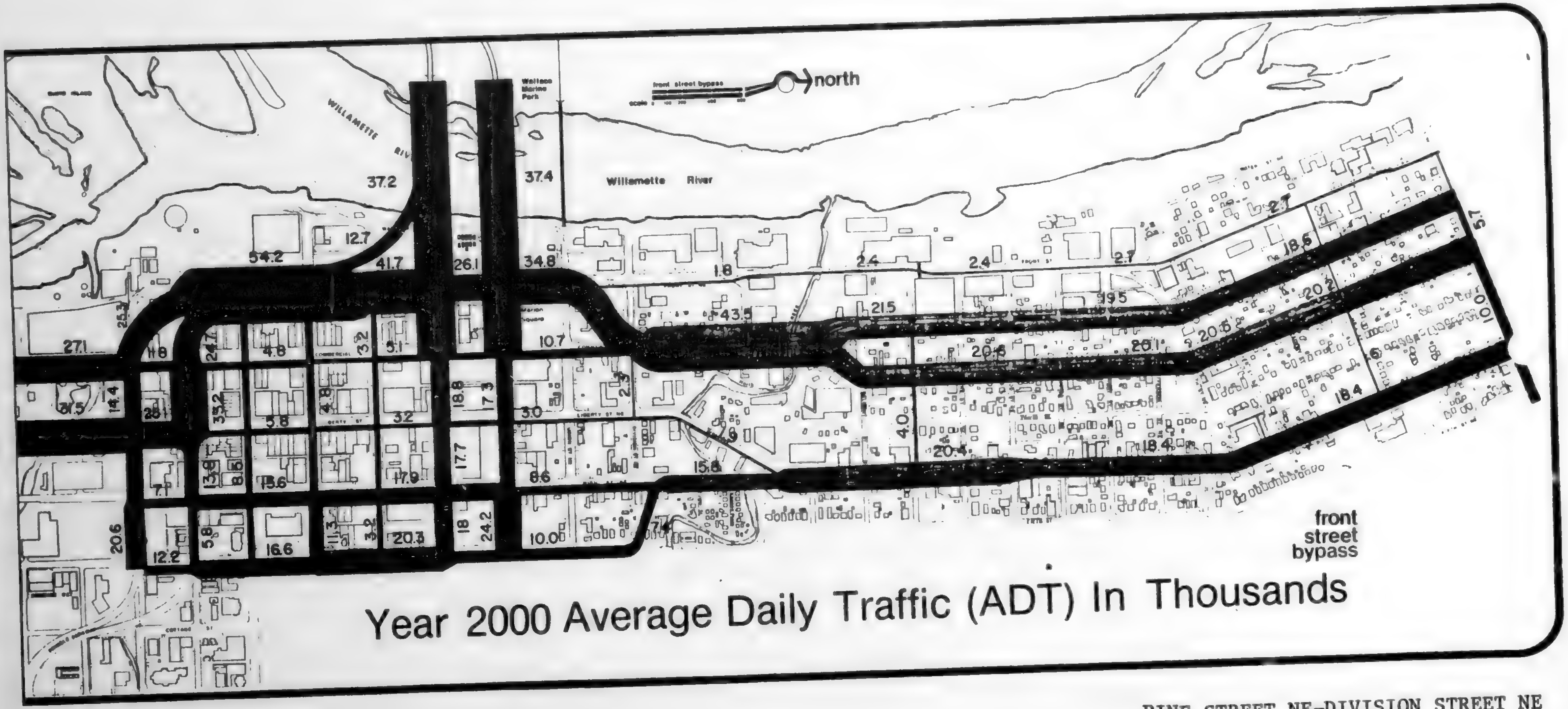

front street bypass
north
scale
Willamette River
WATER ST NE
COMMERCIAL ST
CREEK
LIBERTY ST NE
HIGH ST NE
legend
SINGLE FAMILY RESIDENTIAL
MULTI-FAMILY RESIDENTIAL

NOTE: All other land use is commercial/retail or industrial.

PINE STREET NE-DIVISION STREET NE

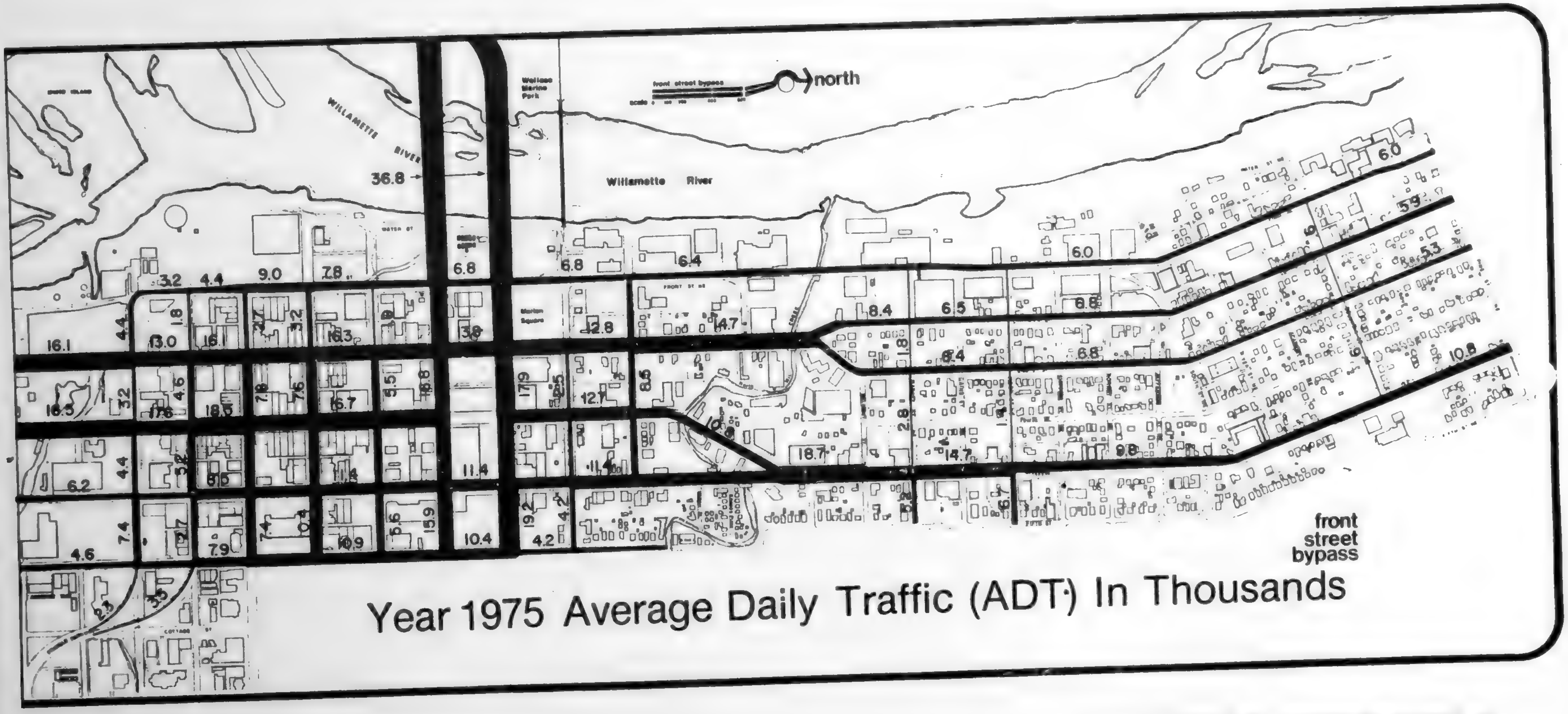
Existing Land Use

FIGURE 2


north
front street bypass
Willamette River
Wallace Marine Park
37.2
37.4
54.2
12.7
41.7
26.1
34.8
25.3
27.1
1.8
2.4
2.4
2.7
2.7
18.5
43.5
21.5
19.5
20.2
5.7
11.8
24.7
4.8
3.2
5.1
10.7
20.6
26.1
20.5
10.0
31.5
14.4
28.1
35.2
5.8
4.8
3.2
18.8
17.3
3.0
2.3
4.0
18.4
7.1
13.9
8.5
15.6
17.9
17.7
8.6
15.6
20.4
18.4
20.6
12.2
5.8
16.6
11.3
3.2
20.3
18
24.2
10.0
7.4
front street bypass

Year 2000 Average Daily Traffic (ADT) In Thousands

PINE STREET NE-DIVISION STREET NE
FIGURE 4


north
front street bypass
Willamette River
Willamette River
Wallace Marine Park
Marion Square
Water St
Front St NE
36.8
16.1
4.4
3.2
1.8
13.0
4.4
16.1
9.0
2.7
3.2
7.8
16.3
1.9
3.8
6.8
6.8
12.8
6.4
14.7
8.4
1.8
6.5
6.4
6.0
6.8
6.8
6.0
5.9
5.3
10.8
16.5
3.2
17.6
4.6
18.5
7.6
7.6
16.7
5.5
16.8
17.9
2.5
12.7
8.5
10.9
18.7
2.8
14.7
9.8
6.2
4.4
3.2
9.6
11.4
11.4
11.4
4.6
7.4
2.7
7.9
7.4
10.4
10.9
5.6
15.9
10.4
19.2
4.2
4.2
6.7
2.3
3.5
front street bypass

Year 1975 Average Daily Traffic (ADT) In Thousands

PINE STREET NE-DIVISION STREET NE
FIGURE 3

is estimated to be 5% of the Peak Hour Volume and 4% for Liberty Street.

TRAFFIC NOISE ANALYSIS

The evaluation of traffic noise is required by the Federal Highway Administration, Federal-Aid Highway Program Manual 7-7-3. For this project, there are two criteria by which traffic noise impacts are to be determined. These are discussed below.

1. Design Noise Levels - Design noise levels are established according to various types of land use (see Figure 5). Activity Category "B" is of special concern since it includes the exterior noise levels at residences, churches, schools, and parks. The design noise level for this category is L_{10} 70 dBA. Another design noise level concern is that of Activity Category "C". This level (L_{10} 75 dBA) applies to commercial/retail and industrial activities.
2. Noise Increase Criteria - When the predicted traffic noise substantially exceeds the existing sound levels, by 10 dBA, a traffic noise impact is said to occur.*

Traffic noise projections were made with the FHWA prediction method contained in National Cooperative Highway Research Program (NCHRP) Report 117 as modified in NCHRP Report 144. This model computes noise levels using automobile volumes, truck volumes, vehicular speed, and distance from the roadway.

The noise descriptor used on this project is the L_{10}, which is the sound level exceeded 10 percent of the time for the period under consideration.

EXISTING NOISE LEVELS

Existing noise levels were measured in October 1977 and January 1978. The measurement systems used meet the requirements set forth in ANSI Standard S1.4-1971, as specified in FHPM 7-7-3. Traffic, time of day, site

---

* Sound level increases of about 3 dBA can be assumed to be the smallest change readily detectable by people. A 10 dBA increase is usually perceived as a doubling of loudness.

FIGURE 5

FEDERAL HIGHWAY ADMINISTRATION DESIGN NOISE LEVELS

	Design Noise Levels - dBA Leq (h)	 L_{10} (h)	Description of Activity Category
A.	57 (Exterior)	60 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B.	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C.	72 (Exterior)	75 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D.	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

locations, and results of the measurements are summarized in Table 1. Figure 6 shows the approximate location of the measurement sites.

These noise measurements were taken at 12 descrete locations along and for the total Salem Front Street Bypass Project. Of these 6 sites (No. 5, 7, 8, 9, 11, and 12) are within the Pine Street-Division Section.

Measured noise levels along the Pine Street-Division Street Section, ranged from an L_{10} 65 dBA to an L_{10} 71 dBA, depending on structural shielding, traffic, distance from the street, etc.

Predicted peak hour traffic noise levels are presented in Table 2.

FUTURE NOISE LEVELS

Based on projected year 2000 traffic, the resultant noise levels were computed for the existing and build roadways alternatives. These values at 50 feet from the centerline of nearest travel lane, are presented in Table 3.

NOISE IMPACTS

A noise impact occurs when the predicted traffic noise level exceeds the Design Noise Level for a particular activity or land use, or when the area experiences a 10 dBA traffic noise increase. A comparison of the existing and predicted future noise level indicates a noise increase of 8 to 9 dBA. Therefore, a 10 dBA noise increase will not occur.

In the year 2000, there will be, as a result of the build alternative traffic, 142 residential structures exposed to noise exceeding the L_{10} 70 dBA acceptable Design Noise Level. Of these, 57 would also, be exposed to noise exceeding L_{10} 70 from traffic use of the existing (No-Build) alternative 1.

FIGURE 6
FRONT STREET BYPASS NOISE MEASURMENT SITES AND AMBIENT NOISE LEVELS

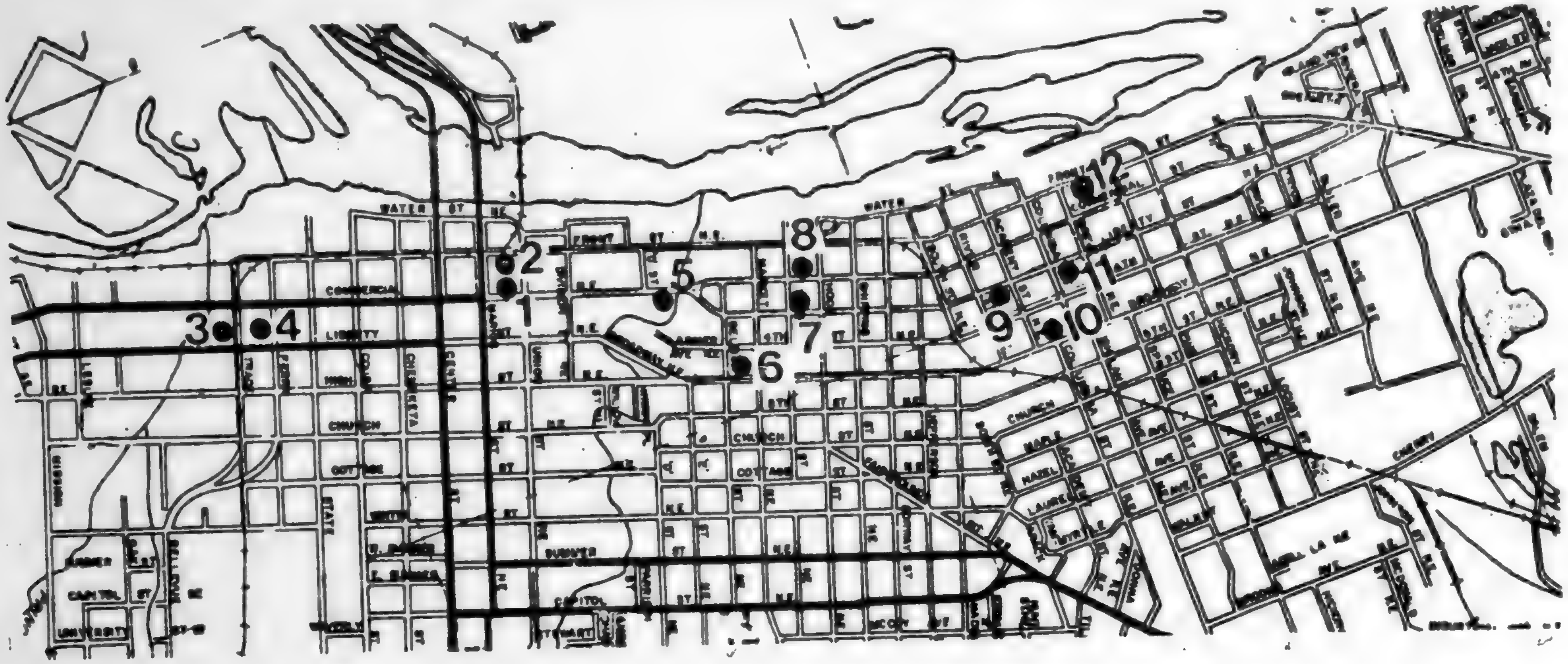


TABLE 1

Measurement Site	1	2	3	4	5**	6	7**	8**	9**	10	11**	12**
Autos Per Hour	890	694	490	291	983	1170	407	508	313	507	429	359
Trucks Per Hour	99	57	24	3	79	26	40	29	9	36	43	50
Distance from Street	50'	50'	35'	31'	35'	50'	50'	50'	50'	50'	30'	50'
Time of Day	11:00 AM	11:30 AM	1:30 PM	2:00 PM	3:15 PM	3:00 PM	2:15 PM	1:45 PM	1:30 PM	9:30 PM	2:15 PM	11:00 AM
L_{10}dBA	70	71*	66	65	71	67	63	66	65	66	71	68

*Picking up noise from Marion Bridge

Note: Measurements made October 1977 and January 1978

** Measurement sites within the Pine Street-Division Street

Noise Measurement Location and Data
Pine Street NE-Division Street NE

Figure 6
Table 1

TABLE 2

PREDICTED EXISTING PEAK HOUR TRAFFIC NOISE LEVELS

Location	Noise Level*
Commercial Street	
Pine Street to Market	66
Market to Division	67
Liberty Street	
Pine Street to Market	65
Market to Division	65

* Noise levels are L_{10} dBA, 50 feet from the centerline of the near travel lane of the existing street.

TABLE 3

FUTURE (YEAR 2000) NOISE LEVELS

Location	Noise Levels*	
	Existing	Build
Commercial Street		
Pine Street to Market	72	74
Markety to Division	74	76
Liberty Street		
Pine Street to Market	69	73
Market to Division	71	74

---

* Noise levels are L_{10} dBA, 50 feet from the centerline of the nearest travel lane of the existing street.

There will be, year 2000 Build alternative 2, 19 commercial/retail structures exposed to noise exceeding the L_{10} 75 dBA Design Noise Level. Three of these would also, exceed L_{10} 75 dBA from traffic use of the existing (No-Build) alternative 1, Figure 7 indicates structures to be impacted by the year 2000 traffic for both Build and No-Build.

NOISE MITIGATION

Noise abatement measures considered to reduce or eliminate adverse noise impacts include: (1) consideration of traffic management, i.e., prohibition of certain vehicle types, time use restriction for certain vehicles (trucks), modified speed limits, modified lane designations, etc., (2) alternative road design, (3) the acquisition of real properties to serve as a sound buffer zone, and, (4) the installation or construction of noise barriers or devices.

The implementation or selection of a noise abatement measure must consider the overall benefits of mitigation and any adverse effects or other conflicting values, such as economic reasonableness, highway safety, esthetic impacts, and others.

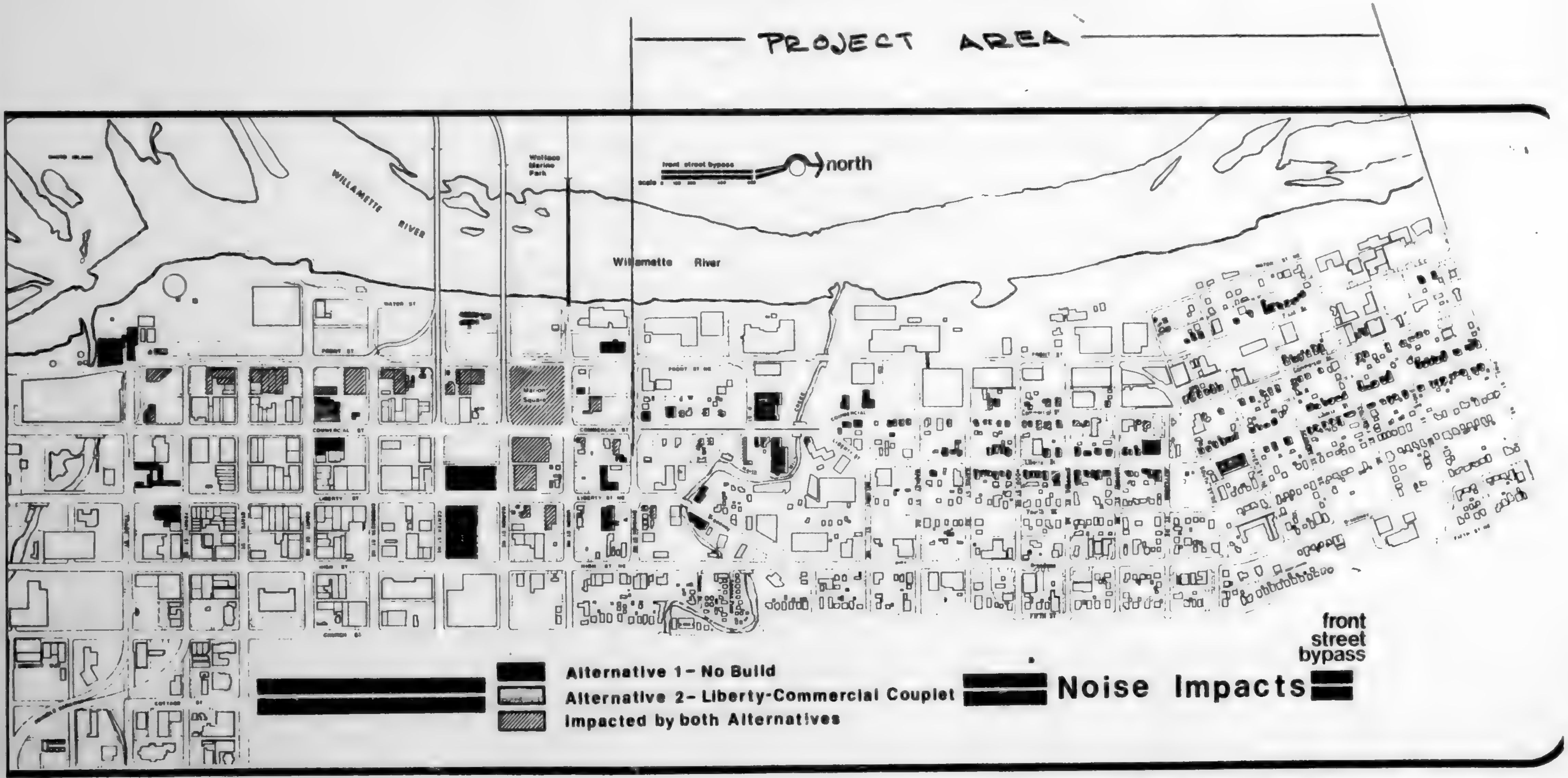
TRAFFIC MANAGEMENT

Various forms of traffic management measures were considered for their potential noise abatement.

--Prohibiting certain vehicle types (trucks) was considered but judged impractical as it would interfere with the flow of interstate commerce--a major purpose of this project.

--Restricting time of truck use was also considered but judged impractical as above.

--Modification of speed limits was considered, but again judged impractical. A lowering of the average speeds for the same volume of traffic to reduce the noise level 3 dBA. To accomplish this, traffic speed would have to be reduced 10-15 mph. To reduce the noise level, for the same traffic volume, 3 dBA a lowering of average speeds 10-15 mph would be necessary.


PROJECT AREA
front street bypass
north
WILLAMETTE RIVER
Wallace Marine Park
Willamette River
WATER ST
FRONT ST
COMMERCIAL ST
LIBERTY ST NE
HIGH ST
CHURCH ST
COTTAGE ST
FIFTH ST
Alternative 1 - No Build
Alternative 2 - Liberty-Commercial Couplet
Impacted by both Alternatives
Noise Impacts
front street bypass

PINE STREET NE-DIVISION STREET NE
FIGURE 7

ALTERNATIVE ROAD DESIGN--changes in vertical and/or horizontal roadway alignment.

-- The project uses the existing veritcal and horizontal alignment. Any change is judged economically unfeasible.

REAL PROPERTY ACQUISITION--NOISE BUFFER ZONES

-- Acquisition of property as a buffer zone was considered impractical. Properties listed as impacted would have to be purchased and moved. Such an activity would generate sociologic and economic impacts greater in magnitude than the project itself.

-- For undeveloped property, implementation of a noise buffer zone is the responsibility of the cognizant land use agency.

SOUND BARRIER

-- Reduction of noise may be accomplished with sound barriers, such as walls or earthen berms. Sound barriers should be of sufficient height to break the line-of-sight from the sound source and the sound receiver. They should be long enough or situated to prevent flanking, that is, sound emanating around the ends of the barrier. The barriers should be designed to prevent sound transmission through the barrier and, thereby, reaching the receiver. Sound barriers should be free of openings which would allow a direct sound path to the highway. Often, required vehicle and pedestrian access (driveways and sidewalks) restrict the use and effectiveness of barriers. This is the situation for this project. No barriers are feasible at any of the impacted residences due to required local access.

Therefore, no noise mitigating measures will be provided this project.

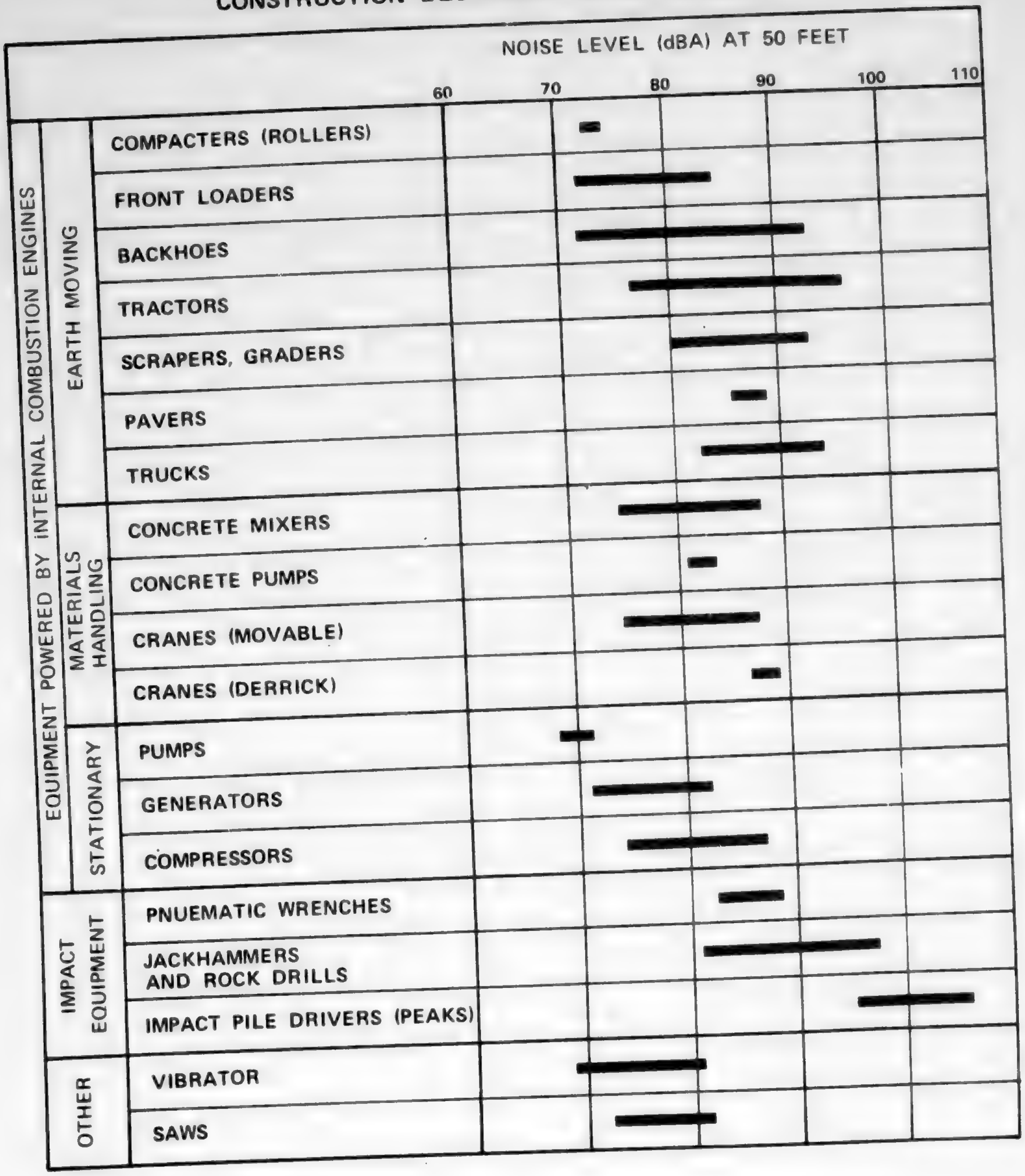
CONSTRUCTION NOISE

Areas adjacent to the project will also be exposed to additional noise during construction. This noise will be emitted by the operation of various construction equipment. Figure 8 shows the typical range of operational noise (at 50 feet) for equipment which might be used during project construction.

As indicated in Figure 8 adjacent areas could be exposed to high noise levels during project construction. Although of a temporary nature, the additional noise can be quite annoying. This is especially true during the quieter nighttime hours. Therefore, the following restrictions will

FIGURE 8

CONSTRUCTION EQUIPMENT NOISE RANGES



be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.
4. No pile driving or blasting operations shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the engineer.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Schedule noise construction operations near the middle of the day.
4. Notify nearby residents whenever extremely noisy work will be occurring.
5. Installing permanent or portable acoustic barriers around stationary construction noise sources.

LOCAL COORDINATION

Noise and other environmental concerns were addressed in both the Final and the Draft Environmental Impact Statement. Both documents were circulated to and commented on by local officials. There has been two public hearings. In addition, a technical advisory committed and a citizens advisory committe have met, reviewed the environmental concerns, and made comments and recommendations.

A copy of this report and a copy of FHWA policy regarding limitations even so on noise mitigation for future development (FHPM 7-7-3) will be forwarded to the Planning Departments of Marion County and the City of Salem. These reports can be used to aid local jurisdictions in the planning of future land use or properties in the immediate vicinity of the project.

9322

CITY
OF SALEM,
OREGON
salem
City Hall / 555 Liberty St. S.E.
Zip Code 97301

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DEC 24 1980
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G.O. RSU ENV

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✓ Cole WEC
Staudenmeyer
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Verstaeg
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Christensen
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December 24, 1980

C.O. Fredrickson, Region Engineer
Oregon State Highway Division, Region 2
East Salem Highway Building
2960 East State Street
Salem, Oregon 97310

RE: N. LIBERTY-COMMERCIAL COUPLET 770320
PINE STREET TO DIVISION STREET SECTION
REVISED CONSTRUCTION PLANS

Dear Mr. Fredrickson:

Enclosed are revised drawings for the subject project.

These drawings have been revised to show a 3½" overlay (instead of 1½" overlay) of the existing pavement, per a meeting held in Ed Hunter's office on November 12, 1980. Attendees at this meeting were: Ed Hunter, Hal Versterg, Duane Christensen, Clarence Gregg, John Scofield, from OSHD; and Russ Abolt, Lou McNicoll, Ron Merry, Ralph Lambert, and Gary Wilson from City of Salem.

In order to accommodate the 3½" overlay, the curb profiles have been raised approximately 2 inches, with associated sidewalk and drainage adjustments. In flat locations where the sidewalk could not be raised without ponding water on private property, we have added perforated drain pipe between the curb and sidewalk. The pipe data sheet has been revised to show these drainage revisions.

Also attached, is an updated cost estimate, reflecting the plan revisions mentioned above.

Sent 12/31

We request that these plans be processed expeditiously to allow the project to be bid as soon as possible.

cc. DO Christensen w/entire packet
Per our 12-24 discussion
Region didn't review. My
main concern relates to
pavement joints matching
lane lines

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Ronald J. Merry

Ronald J. Merry, P.E.
Assistant Director of Public Works/
Engineering

RJM/RWL:sjm

cc: Lou McNicoll, Director of Public Works
Don MacFadden, Chief Design Engineer
Ralph Lambert, Project Engineer
Bruce Schafer, Traffic Engineer

N. LIBERTY COMMERCIAL COUPLET 770320
PINE ST TO DIVISION ST. SECTION
12-24-80 RWL

ENGINEER'S ESTIMATE OF COST

	1X-1705(5)	SALEM	TOTAL
Bid Items	$2,149,601.75	$164,438.50	$2,314,040.25
Railroad Protective Costs (Insurance)	2,500.00		
Permanent Pavement Striping (by OSHD)	3,500.00		
Temporary Pavement Striping (by OSHD)	1,000.00		
Remove Pavement Stirping (Exist + Temp.) (by OSHD)	1,000.00		
Temporary Erosion Control	5,000.00		
On the Job Trainees ($2 @ 800)	1,600.00		
Portland General Electric (Purchase + Install Illumination)	10,000.00		
City of Salem (Water)	8,400.00		
Asphalt Cement Adjustment	55,918.00		
Install Curb Drains (600 @ $2.50)	1,500.00		
4½% Contingencies	96,732.08	7,399.73	
8% Engineering	171,968.14	13,155.08	
ESTIMATED TOTAL COST	$2,508,719.97	$184,993.31	$2,693,713.28

Federal Funds	85%	=	2,132,411.97	0.00	2,132,411.97
OSHD Funds	0%	=	0.00	0.00	0.00
City Funds	92.5% of 15%	=	348,084.90	184,993.31	533,078.21
Marion Co. Funds	7.5% of 15%	=	28,223.10	0.00	28,223.10

IDLITY [illegible] Cooper [illegible]

Revised Co[illegible] 12/20/[illegible]

Item	Unit	Unit Cost	Project IX-1705(5) Quantity	Project IX-1705(5) Cost	City Of Salem Quantity	City Of Salem Cost
MOBILIZATION	ALL	7% 179,900	93% ~~92.0%~~	167,307^{00}	7.0%	12,593^{00}
EMPORARY PROTECT. DIRECT. OF TRAFFIC	ALL	4% 79,960	92.7% ~~[illegible]~~	73,563^{00}	8.0%	6,397^{00}
TEMPORARY SIGNS	SQ. FT.	7^{00}	646.0	4,522^{00}	60.0	420^{00}
EMPORARY BARRICADES	EACH	125^{00}	24.0	3,000^{00}	2.0	250^{00}
LAGMEN	HRS.	23^{50}	1750.0	41,125^{00}	250.0	5875
ROADWORK						
LEARING & GRUBBING	ALL	10,000	ALL	10,000		
EMOVAL OF STRUCT. & OBSTRUCTIONS	ALL	75,000	ALL	75,000		
COLD PLANE AVMT. REMOVAL	SY. YD.	2^{50}	14,460	36,150		
GENERAL XCAVATION	CU. YD.	9^{00}	9,425	84,825		
TRENCH XCAVATION	CU. YD.	11^{00}	1,895	20,845		
AVEMENT EINF. FABRIC	SQ. YD.	1^{80}	42,535	76,653		
"-0 AGGREGATE BASE	TON	12^{00}	8,854	106,248		
EMENT TREATED ASE MIXTURE	TON	16^{00}	2,502	40,032		
EMENT IN TREATED ASE MIXTURE	TON	100^{00}	138	13,800		
LASS "B" AC MIXTURE	TON	18^{00}	7009	126,162		
LASS "C" AC MIXTURE	TON	18^{00}	4115	74,070		
SPHALT CEMENT N MIXTURE	TON	212^{00}	665	140,980		
SPHALT IN ACK COAT	TON	300^{00}	8	2,400		
3" SEWER PIPE DUCT. IRON)	LIN. FT.	18^{00}	72	1,296		
" SEWER PIPE						

			Project IX-1705(5)		City Of Salem	
Item	Unit	Unit Cost	Quantity	Cost	Quantity	Cost
BILIZATION	ALL	9% 179,900	93% ~~92.0%~~	$167,307^{00}$	7.0%	$12,593^{00}$
PERTY PROTECT. OF TRAFFIC	ALL	4% 79,960	92.7%	$73,563^{00}$	8.0%	$6,397^{00}$
RGENCY SIGNS	SQ. FT.	7^{00}	646.0	$4,522^{00}$	60.0	420^{00}
RGENCY BARRICADES	EACH	125^{00}	24.0	$3,000^{00}$	2.0	250^{00}
G MEN	HRS.	23^{50}	1750.0	$41,125^{00}$	250.0	5875^{00}
OADWORK						
RING & GRUBBING	ALL	10,000	ALL	10,000		
OVAL OF STRUCT. OBSTRUCTIONS	ALL	75,000	ALL	75,000		
LD PLANE NT. REMOVAL	SY. YD.	2^{50}	14,460	36,150		
NERAL CAVATION	CU. YD.	9^{00}	9,425	84,825		
RENCH CAVATION	CU. YD.	11^{00}	1,895	20,845		
EMENT NF. FABRIC	SQ. YD.	1^{80}	42,585	76,653		
AGGREGATE BASE	TON	12^{00}	8,854	106,248		
MENT TREATED E MIXTURE	TON	16^{00}	2,502	40,032		
ENT IN TREATED E MIXTURE	TON	100^{00}	138	13,800		
SS "B" AC IXTURE	TON	18^{00}	7009	126,162		
SS "C" AC MIXTURE	TON	18^{00}	4115	74,070		
PHALT CEMENT MIXTURE	TON	212^{00}	665	140,980		
PHALT IN K COAT	TON	300^{00}	8	2,400		
SEWER PIPE ST. IRON)	LIN. FT.	18^{00}	72	1,296		
SEWER PIPE S 3000 AC)	LIN. FT.	10^{00}	58	580	809,041	25535^{00}

Item	Unit	Unit Cost	Project IX-1705(5)		City Of Salem	
			Quantity	Cost	Quantity	Cost
(5000 A.C.) 10" Sewer Pipe	Lin. Ft.	12.00	702	8,424		
10" Sewer Pipe (Conc.)	Lin. Ft.	12.00	1965	23,580		
12" Sewer Pipe (Conc.)	Lin. Ft.	15.00	1899	28,485		
Extra For Pipe Under Pavement	Lin. Ft.	15.00	1737	26,055		
Special Backfill Material	Cu. Yd.	15.00	918	13,770		
Class "B" Bedding	Cu. Yd.	20.00	46	920		
Concrete Manhole	Each	1,500.00	10	15,000		
Concrete Inlets Type I	Each	500.00	20	10,000		
Concrete Inlets Type II	Each	550.00	68	37,400		
Concrete Cleanouts	Each	500.00	23	11,500		
Concrete Walks	Sq. Yd.	15.00	3932	58,980		
Concrete Driveways	Sq. Yd.	20.00	2515	50,300		
Sidewalk Ramps	Each	350.00	10	3,500		
Brick Pattern Concrete Surfacing	Sq. Yd.	45.00	403	18,135		
Concrete Curbs Type A	Cu. Yd.	130.00				
Concrete Curbs Type C	Cu. Yd.	130.00	849	110,370		
Concrete Curbs Type F	Cu. Yd.	130.00				
Adjusting Manhole	Each	250.00	39	9,750		
Adjusting Inlets	Each	250.00	8	2,000		
Cleanout Conversions	Each	300.00	2	600		
3" Drain Pipe	LIN. FT.	5.50	2,318	12,749		
6" Drain Pipe	LIN FT	7.00	625	4,375		
8" Drain Pipe	LIN FT	8.00	1,764	14,112		
[illegible]	SQ YD	1.80	2,340	4,212		

			Project IX-1705(5)		City Of Salem	
Item	Unit	Unit Cost	Quantity	Cost	Quantity	Cost
TRUCTURES						
Removal Of Existing Bridge	All	\$10/ft² 10,000	All	10,000		
Structural Excavation	Cu. Yd	18^{00}	465	$8,370^{00}$		
Structural Concrete	All	\$500/yd³ $28,500^{00}$	All	$28,500^{00}$		
Reinforcement	All	\$0.70/lb 10.150^{00}	All	$10,150^{00}$		
Asphalt Membrane	Sq Yd	15^{00}	325	$4,875^{00}$		
Bridge Railing	Lin. Ft	75^{00}	128	$9,600^{00}$		
ATER-SYSTEM						
rench Excavation + Native Backfill	Lin. Ft	2^{50}			1782	$4,455^{00}$
rench Excavation + 3/4"-0 Backfill	Lin. Ft.	5^{50}			6973	$38,351^{50}$
.C. Driveway Surface emoval + Replacement	Sq. Yd	2^{50}			49	122^{50}
C.C. Driveway Surface emoval + Replacement	Sq. Yd	5^{00}			68	340^{00}
C.C. Walk Surface emoval + Replacement	Sq. Yd.	$.0^{50}$			324	162^{00}
pe Under Street Surface emoval + Replacement	Lin. Ft	10^{00}			1745	$17,450^{00}$
Install 12" Ductile Iron Pipe	Lin. Ft.	2^{50}			5820	$14,550^{00}$
nstall 8" Ductile Iron Pipe	Lin Ft.	2^{00}			2913	5826^{00}
nstall 12" Butterfly alve (MJ-MJ)	Each	100^{00}			14	$1,400^{00}$
stall 8" Butterfly alve (MJ-MJ)	Each	75^{00}			15	$1,125^{00}$
stall 4" Gate alve (MJ-MJ)	Each	60^{00}			1	60^{00}
Install 2" Corpstop	Each	25^{00}			2	50^{00}
nstall 4" Gate Valve (FL-MJ)	Each	50^{00}			1	50^{00}
						[illegible],941 5

			Project IX 705(5)		City Of Salem	
Item	Unit	Unit Cost	Quantity	Cost	Quantity	Cost
Install 6" Gate Valve (FL-FL)	Each	60^{00}			1	60^{00}
Install Fire Hydrant Assem. (New with 6"FF-GV)	Each	200^{00}			5	$1,000^{00}$
Install Fire Hydrant Assem. (New with 6"M.J.F.-GV)	Each	250^{00}			16	$4,000.^{00}$
Relocate Fire Hydrant Assembly	Each	250^{00}	1	250^{00}	1	250^{00}
Install 2" Blow Off Assembly	Each	125^{00}			8	$1,000^{00}$
Install 1" Service Tap, Long Service	Each	300^{00}			87	$26,100^{00}$
Install 1" Service Tap, Short Service	Each	50^{00}			93	$4,650^{00}$
Install 12" Coupling	Each	35^{00}			1	35^{00}
Install Class 250, Ductile or Cast Iron Fittings	LBS	0^{65}	175	113^{75}	11,180	7,267
Bridge Crossing - Complete	All	4000^{00}			All	4000^{00}
Rail Road Crossing Complete	All	$6,600^{00}$			All	$6,600^{00}$
SIGNING						
Removal of Existing Sign Installations	All	$2,000^{00}$	All	$2,000^{00}$		
Wood Sign Posts	All	$8,300^{00}$	All	$8,300^{00}$		
Type "C" Signs in Place	Sq. Ft.	12^{00}	147	$1,764^{00}$		
Type "EE" Signs in Place	Sq. Ft	13^{00}	300	$3,900^{00}$		
Type "H" Signs in Place	Sq. Ft	12^{00}	188	$2,256^{00}$		
Type "T" Signs in Place	Sq Ft	14^{00}	327	$4,578^{00}$		
Type "U" Signs In Place	Sq. Ft.	15^{00}	58	870^{00}		

Liberty -- Commercial Couplet Engineers Estimate

Item	Unit	Unit Cost	Project IX-1705(5)		City Of Salem	
			Quantity	Cost	Quantity	Cost
ILLUMINATION						
Illumination Materials and Installation	ALL	296,920^{00}	ALL	296,920^{00}		
TRAFFIC SIGNALS						
Traffic Signal Installation	ALL	190,000^{00}	ALL	190,000^{00}		
			Sub Total	486,920^{00}		
			Total =	~~2,149,151^{75}~~ $ 2,149,601^{75}	Total =	~~164,339~~ 164,438
		Bid Item	Grand Total	~~164,339^{07}~~ ~~[illegible]^{25}~~ $ 2,314,040^{25}		

9322 2.

MEMORANDUM

TO: RONALD J. MERRY, ASSISTANT DIRECTOR OF PUBLIC WORKS

FOLLOW-UP DATE:

FROM: RALPH W. LAMBERT, RWL. PROJECT ENGINEER

DATE: NOVEMBER 6, 1980

SUBJECT: N. LIBERTY-COMMERCIAL COUPLET 770320
PINE STREET TO DIVISION STREET
OVERLAY OF EXISTING PAVEMENT

NOTED
E. S. HUNTER

Per OSHD deflection tests and analysis:

Existing pavement needs 3½" of AC Overlay initial construction with future 1½" overlay.

City's plans only show 1½" AC Overlay initial construction with future 1½" overlay.

Alternatives:

A. Leave City plans as is showing 1½" AC Overlay initial plan for:
   Future 2" Overlay
   and Future 1½" Overlay

   Added initial cost $60,000 ±. Time required to revise plans - 1 week.

B. Revise plans for full 3½" overlay initial.

   Do not change existing curb profile.

   Yielding 9.2" crown (7.2" crown is standard)

   Added initial cost $166,000±. Time required to revise plans - 2 weeks.

C. Revise plans for full 3½" overlay initial.

   Raise curbs and install drainage between curb and sidewalk.

   Added initial cost $340,000±. Time required to revise plans - 4 weeks.

D. Widen street to 44 feet curb to curb.

   Thus allowing 3½" overlay over existing pavement.

   Standard crown for 44' street is $\frac{44'}{5} = 8.8''$

   Strip for 14' - 12' - 12' - 6' (3 lanes plus bikelane)

   This would eliminate all existing trees (123±) between curb and sidewalk. Where-as 36' design only removes 21 trees or 17% of the existing trees. As a reminder the original design for this project was 40' curb to curb, it was reduced to 36 feet to save trees.

Added initial cost $390,000. Time Required to revise plans - 5 weeks.

E. Remove PCC slabs and totally rebuild street using 36' curb to curb and profile shown on plans. Possibly recycle existing pavement.

This would require 1/2 street construction at a time, or 2 way traffic on one leg of the couplet with local areas only in construction area.

Added initial cost $1,000,000±. Time required to revise plans - 5 weeks.

Conclusions:

Alternate E seems prohibitively expensive.

Alternate C and D cost virtually the same, and of the two Alternate D would provide the most product for the dollars, assuming the environmental and citizen problems could be solved.

Recommendation:

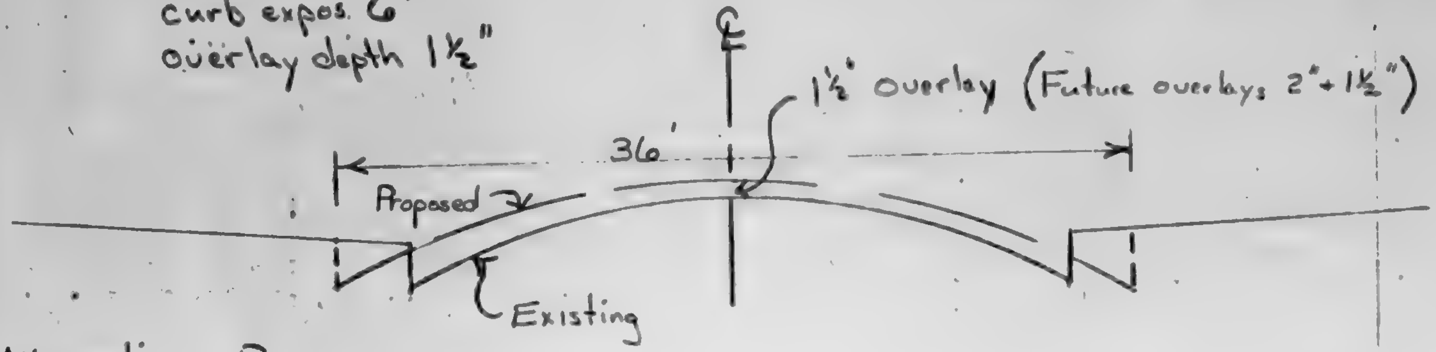
I recommend Alternate A, with the first future overlay placed as part of the Salem Parkway construction contract.

N. LIBERTY - COMMERCIAL COUPLET

Alternative A (Existing Plans)

crown 7.2"
curb expos. 6"
overlay depth 1½"

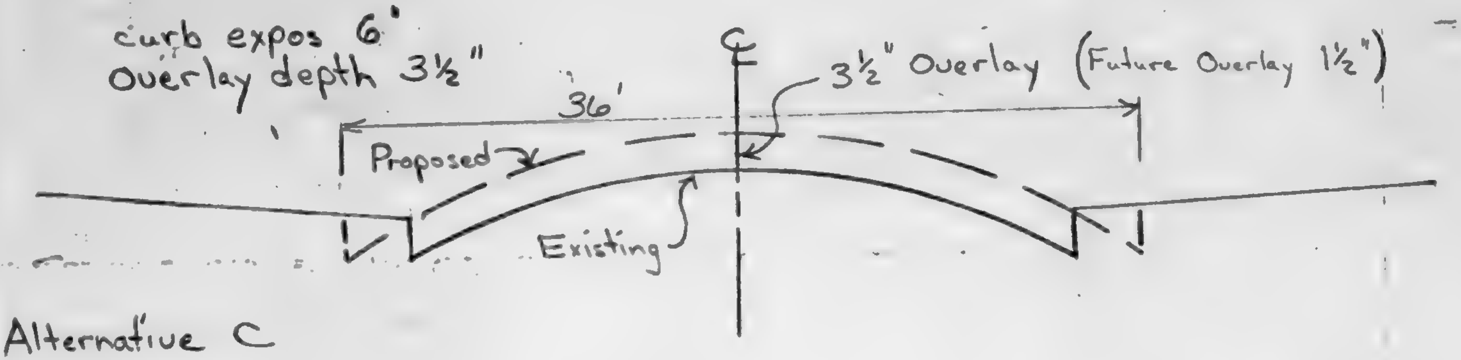
Additional Cost $60,000.00


℄
1½" Overlay (Future overlays 2" + 1½")
36'
Proposed
Existing

Alternative B

crown 9.2"
curb expos 6"
Overlay depth 3½"

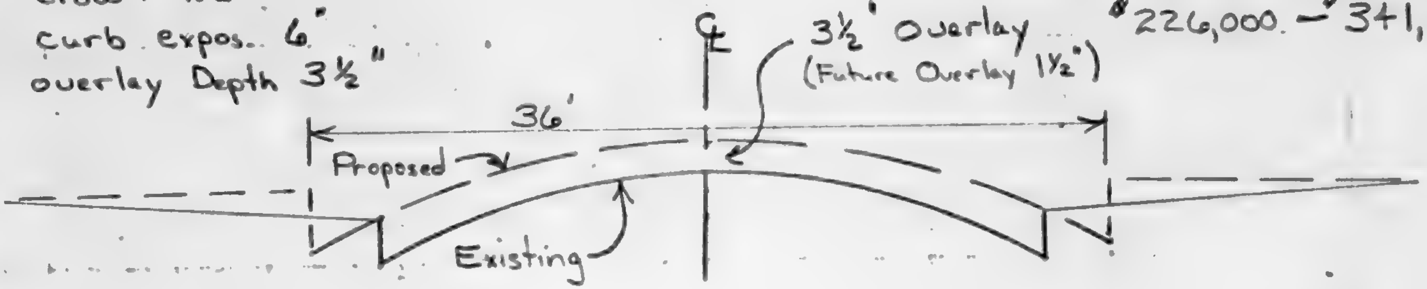
Additional Cost $166,000.00


℄
3½" Overlay (Future Overlay 1½")
36'
Proposed
Existing

Alternative C

crown 7.2"
curb expos. 6"
overlay Depth 3½"

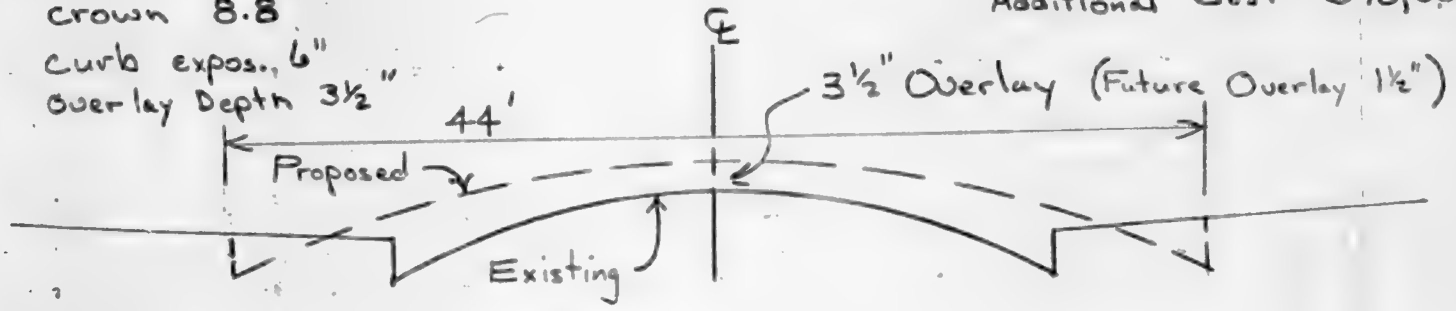
Additional Cost
$226,000 - $341,000


℄
3½" Overlay
(Future Overlay 1½")
36'
Proposed
Existing

Alternative D

crown 8.8"
curb expos., 6"
overlay Depth 3½"

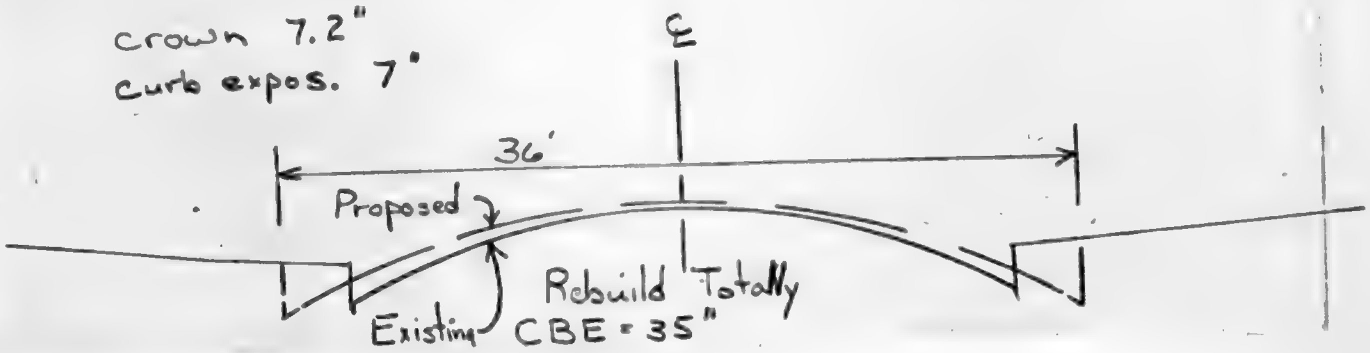
Additional Cost $390,000.00


℄
3½" Overlay (Future Overlay 1½")
44'
Proposed
Existing

Alternative E

Additional Cost = $1,000,000.00

crown 7.2"
curb expos. 7"


℄
36'
Proposed
Existing
Rebuild Totally
CBE = 35"

Salem

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

1 Versteeg ✓
Anderson
2 Christensen Doc
Olson
3 Sullivan copy
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ROAD DESIGN SECTION

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In Reply Refer to File No.:

October ~~2~~ 3, 1980

Ronald J. Merry, P.E.
Assistant Director of Public
Works/Engineering
City of Salem
555 Liberty Street S.E.
Salem, OR 97301

Re: N. Liberty-Comm. Couplet 770320
Pine St. to Division St. Sec.
Marion County
(Construction Plan Revisions)

Dear Mr. Merry:

This is in reply to your letter of September 29, 1980, concerning recommended revision and additions to the plans and specifications.

The following are revisions and additions recommended by this office for noted parts of the subject project construction plans.

For remarks concerning Permanent Signing Sheet 2-P, see notes on a copy of the plan sheet.

Remarks and plan sheets concerning Traffic Signals will follow in a later transmittal.

Plans Review Remarks

General

C-7 Note 4. Can count all six sidewalk ramps but one on southwest corner of intersection does not have Flag Balloon, nor does southeast corner of Jefferson Street.

Refer to Note 17 (my critique of September 18).

These may be OSHD Standard Symbols for Water and Gas Valves, Meters, Fire Hydrants, etc., but somewhere on a plan sheet (L-3 and C-3) they should be identified. Perhaps a "Legend" of Standard Symbols would help.

Refer to Note 19 (my critique of September 18.)

Plans and Typicals do not show change in lane widths.

10/3/80

Called Lambert 10/3/80. Plans will be back to us by Monday 10/6/80. City is pulling quantities for est. will be middle of week before it is complete and to us.
Joe Gaither discussed proj. descrip. with Lambert and will begin process. DOC

Pipe Data

L-4	Correct Plan Sheet L-4 to agree with Note 8 and agree with Pipe Data Sheet.
2-N	Sheet L-6 Note 7, Pipe Data Sheet, should show three Type 2 Inlets, and one Type 1 Inlet and one Clean-out.
L-8	Note 9, Pipe Data and Notes, calls for 35 feet of 10-inch pipe. Plan shows 34 feet. The extra foot of 10-inch is probably between Inlet and Clean-out. Should show on plans.
L-11	Note 10. Plan indicates 72 feet of 10-inch pipe. Note and Pipe Data Sheet call for 73 feet of 10-inch pipe. Note 10 -- change "Clean-out" to "Manhole."
L-11	Note 15. Pipe doesn't show on Pipe Data Sheet. Should be 4' x 12' Sewer Pipe -- not 4' x 8' Concrete Pipe.
2N & 2N-2	Should be some reference to Drawing Numbers or Detail Sheet Numbers for Details on City Standards for Inlets, Clean-out, and Manholes.
C-5	Need note for converting existing Inlet to a "Clean-out", southeast corner of Commercial and Academy Streets. Possibly Note 8 should have "Connect to Existing 8" Storm" deleted.
2N-2	See Sheet C-7, Note -- Remove "Clean-out". Add "Type 2 Inlet". Plan Sheet if o.k.
C-11	Note 8. Should read "10" Sewer Pipe - 58'" Plan is o.k. and Pipe Data Sheet is o.k.

Remarks on Illumination

The symbol (SL/BO), "street light to be installed by others," also seems to indicate to install a metal light pole. Are these existing wood utility poles where the luminaire and arm are to be installed by the utility? If so, the pole symbol should be changed to be less confusing and the pole numbers removed from the specifications.

The No. 6 copper wire is more than adequate. A smaller size wire can be used.

Sincerely,

Frank E. Terpin

Frank E. Terpin
Location Engineer

FET:WEC:ge
Enclosures
cc E. S. Hunter
L. E. George
J. H. Versteeg
Jack Sullivan
C. O. Fredrickson
Bill Cole

Form FHWA 121 (1/80)

Salem

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

E OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BRF-47(9)
Center Street Bridge Replacement

Date: September 29, 1980

From: G. L. Green, Division Admistrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Hart's resubmittals of July 28, August 7, and August 20, 1980, on the Center Street Bridge and the Marion Street Bridge widening to be used during the replacement of the Center Street Bridge.

We concur that widening the Marion Street Bridge to serve as a detour during construction of the Center Street Bridge appears to be the most feasible solution. Accordingly, Center Street Bridge construction funds may be used for the Marion Street Bridge detour.

2.3 HBR 0.6 match. EJH. 9-29-80

The Federal share of $2.9 million of HBR Discretionary Funds is the amount eligible to be used for this widening.

for G. L. Green

cc:
OSHD (W J Hart, Br)
ODOT (E S Hunter, Tech Svcs)

cc Marking
[illegible]
Versteeg
Frederickson

1 Versteeg ✓
Anderson
3 Christensen Don
2 Olson ASH
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Hager
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BY FINAL DESIGN ENGINEER

SEP
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FOR

Info	Invest	R/D	D/R	Sign	Act	File

(Hand delivered)
11:15am

9322 7-24-80 Salem

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1974)
Discharge - cfs	1800	1800	2230
Discharge - m³/s			
Frequency - yrs.	50	100	500+
H.W. Elevation Natural Channel ft.	139.0	141.0	137.2
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.	—	—	—
H.W. Elevation Channel Change m.			
Average Velocity - fps	2.5±	2.3±	4.1±
Average Velocity - mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: The flow is regulated upstream by the Shelton Ditch Diversion Structure. Since the highwater is due to backwater from the Willamette River, there is no defined relationship between discharge and highwater elevation at this location. The frequency vs. discharge relationship in the table above was derived from information in the "Flood Insurance Study, City of Salem, Oregon" published by the Federal Insurance Administration. The highwater during the December 1964 flood (Q=1870 cfs) was 142.5 feet which is higher than the January 1974 flood (Q=2230 cfs). Velocities of 7± fps could occur when the Willamette River is at a low stage.

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OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Mill Creek Bridge
Pine Street - Division Street, Salem Sec.
North Liberty - Commercial Couplet
Marion County

COMPILED BY: Dave Bryson	DATE: September 24, 1980

9322

Salem
LOC 3

ROAD DESIGN SECTION

September 23, 1980

Donald E. Shaffer
Bicycle Route Engineer

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Liberty-Commercial Couplet
City of Salem

In regard to your letter of September 16, 1980 the preliminary plans for the subject project have been reviewed and returned to the City of Salem.

Please be advised that we will stripe the project to conform with whatever the City requests.

DOC:ja

cc C. O. Fredrickson
F. E. Terpin
W. E. Cole
Adrian Olson

✓ Versteeg ✓
Anderson
Christensen
Olson
Sullivan
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SEP 23 1980
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STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

LOC 3 Marion Co.

TO: D. O. Christensen
Final Design Engineer

DATE: September 16, 1980

FROM: Donald E. Shaffer
Bicycle Route Engineer Donald E. Shaffer

SUBJECT: Liberty-Commercial Couplet

The preliminary plans for the above named project indicate three 12-foot lanes. The final E.I.S. calls for three lanes, one of which is to be designated for bicycles and emergency parking until approximately 1990, at which time it will be needed for traffic.

A 12-foot bicycle parking lane will not work. Motor vehicles will drive it inadvertently. Please stripe this project with two 14-foot lanes and one 8-foot bicycle/emergency parking lane.

DES:ge

cc: Bruce Schafer, Traffic Engr., City of Salem
Richard Arnold, FHWA
C. O. Fredrickson, Region Engr.

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Recycled
Materials
81-125-1387

9322

FORM 81-734-3030

Salem

FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

September 19, 1980

Salem, Oregon

David R Weaver

FROM: David R. Weaver
REGION II TRAFFIC ENGINEER

SUBJECT: Liberty - Commercial Couplet

TO: D. O. Christensen
FINAL DESIGN ENGINEER

This office has received a suggestion from the Bicycle Route Engineer that would require a variance from the final environmental impact statement. The final EIS calls for three lanes of traffic, one of which is to be designated for bicycles and emergency parking until approximately 1990, at which time it would be needed for traffic. The bicycle route engineer suggested two 14 foot travel lanes and one 8 foot bicycle/emergency parking lane.

This office recommends an alternate suggestion in compliance with the final EIS. This would indicate three 12 foot lanes. A 12 foot bicycle/emergency parking lane would be designated by an 8 inch solid stripe with standard bike route symbols located adjacent to, but inside, the bicycle/emergency parking lane. This would allow for a stopped vehicle and would also allow a bicyclist to pass by and would also preclude a stopped vehicle parking over the bicycle lane designated symbol.

It is suggested that this treatment be considered for this project.

DRW/bah

cc: L. E. George
Floyd Lacey
Bruce Schaeffer, Traffic Engineer, City of Salem
Richard Arnold, FHWA

REFERRED TO
✓ Beard — Stoudenmeyer
Cole W.E.G. — Mann
Eriksen — Watson
Hager — Dorn — Leu
Discuss DS File Copy Due
Return
BY FINAL DESIGN ENGINEER

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4

STATE OF OREGON
LOCATION SECTION

INTEROFFICE MEMO

DES 16-1

TO: C. O. Fredrickson
Region II Engineer

Attn. Phil Stearns

DATE: September 18, 1980

George C. [illegible]

From: for F. E. Terpin
Location Engineer

NOTED
E. S. HUNTER

Subject: Pine St. N.E.-Division St. N.E. (Salem) Section
FAU 1705 (N. Liberty-Commercial Couplet)
Marion County

The following are revisions and additions recommended by this office for noted parts of the subject project construction plan.

For remarks concerning "Permanent Signing" and "Temporary Protection and Direction of Traffic", see notes on plan sheets.

Additional remarks concerning Drainage and Pipe Data Sheet are on plan sheets and in memo from Loren Weber.

The proposed revision in surfacing design has already been discussed with Ralph Lambert and Clarence Gregg, Surfacing Design Engineer.

Remarks and plan sheets concerning Illumination, Traffic Signals and Structures will follow in a later transmittal. The transmittal will also include comments on specifications for all parts reviewed.

Plans Review Remarks:

1. Recommend Renumbering Sheets

Title Sheet	Sheet 1
Typical Sections	Sheets 2, 2A, 2B, etc.
Details	Sheets 2D, 2E, 2F, etc.
Pavement Removal	Sheets 2K, 2K-2
Vicinity Map	Sheet 2L
Temporary Signing	Sheets 2M, 2M-2, and 2M-3
Permanent Signing	Sheet 2-P
Pipe Data	Sheets 2N, 2N-2, etc.
Plan and Profile	Sheets L-3, L-4, L-5, etc. (Liberty Street)
Plan and Profile	Sheets C-3, C-4, C-5, etc. (Commercial Street)
Summary	Sheet 2-J

RECEIVED
TECHNICAL SERVICES
SEP 19 '80
REFER TO
FOR
Info | Inves | R/D | D.R. | Ign | Act | File

PLAN SHEETS AND PRINTS WITH NOTATIONS ON NOTED PARTS OF PLAN WERE HANDED TO RALPH LAMBERT THIS P.M. TO EXPIDITE CORRECTIONS.

9/18/80 George C. [illegible]

125 1387

2. Lack of Continuity in Typical Sections.

   Some Station to Station segments are missing.

   Some Station to Station segments should be cross-referenced (First Sheet and Sheets 3 and 4).

   Large equation on Commercial Street should be shown on typical sections.

3. Parabolic crown section may be difficult to build on overlay sections.

4. Insert "C" is stationed for Liberty Street but shows up on Commercial Street side of typical sections.

5. Typical sections show "PROFILE" grade but plan and profile sheets refer to "FINISH" grade. Perhaps better to use same terminology in both cases. We use "PROFILE".

6. Sheets 10 and 11 (Pavement Removal and Profiling Areas).

   Add '14%± greater than 2" but less than 3"' to note.

   Can it be assumed that areas not hatched or cross-hatched are straight overlay areas -- i.e., no pavement removal or rotomilling to be done?

   Is there an allowance for "Patching and Leveling" in the estimate for the straight overlay sections?

7. Several mis-plottings (or errors) in stationing on profiles.

8. Sag vert curves in gutter lines do not have double inlets. Do not recommend changing. The runs are short and crests between inlets seldom exceed 0.25'. Maybe Type 2 inlets at all mainline sags would be a good investment.

9. Sheet L-10, Notes 6 and 7: The "Adjust M.H." and "Adjust Inlet" symbols are missing.

   Flag Balloon is missing from driveway (see Note 10).

10. Sheet L-11: Note 4 calls for 2 P.C. Concrete driveways; Plans indicate 4 (total).

    Sag vert curve (left side of intersection) is overly long for only one inlet. City to check total CFS and width of water in gutter.

11. Sheet C-3. Note 5 calls for 5 P.C. Concrete driveways. Appears to be a sixth driveway on left at Station 20+20.

12. Sheet C-4. Remove word "Ramp" from Note 3. Add "4 (total)" to Note 4.

13. Sheet C-5. Inlet on right gutter (Station 29+89) is not shown on profile.

    Note 4 calls for four sidewalk ramps - I count six on plans.

    Note 10 should include "End Curb and Sidewalk" and should apply to left and right side of street.

14. Sheets C-5 and C-6. Station 30+85 to Station 34+44 seems like a long run for only one inlet. City to check total CFS and width of water in gutter.

    Note 5 calls for only one concrete driveway. I count two of them.

    Overlap of Sheets C-6 and C-7 duplicate 2 inlets. Perhaps a note (10) could be added to Sheet C-6 referring to Sheet C-7. This would avoid confusion.

15. Sheet C-10. Miscount of P.C. concrete driveways and miscount of street connections.

16. C-11, C-12 and C-13. Station 15+00 to Station 24+00 on left.

    Long run without inlets. Should something be done about this? Perhaps an inlet near Station 17+00 and connect to M.H. on right side of Commercial Street. City to check total CFS and width of water in gutter.

17. All Plan and Profile Sheets - Should "Water Valves", "Water Meters", "Gas Meters", "Gas Valves", and "Fire Hydrants" be labeled or identified? (Even if the adjustment work will be done by others.)

18. Why not uniform 7" curb exposure rather than some 7" and some 6"?

19. Station C-56+00 through equation to C-24+00 and L-57+00 Ahead Roadway is to be striped for three 12' lanes. Would three 11' lanes with 3' shy distance (outside lane) be better?

20. Pipe Data Sheet - Height of manholes should be recorded in proper column.

cc E. S. Hunter
J. H. Versteeg

RW/GCW:ja

9322

2.

September 10, 1980

AGR 4-1 & 2

City of Salem
City Hall
Salem, OR 97301

Attention: Betty J. Marsh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7287

Gentlemen:

Attached for your files is a fully executed copy of an agreement between Marion County, the City of Salem, and the Highway Division, concerning improvement of the Pine Street-Division Street Section of the N.E. Liberty-Commercial Couplet.

We are also forwarding a fully executed copy of this agreement to the Marion County Clerk and are retaining a fully executed copy for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (agreement attached)

CON 21-2

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 19, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Interstate Transfer Project

The City of Salem is requesting a $1,738,000 project to widen and improve a 1.1 mile segment of the N. Liberty-Commercial Couplet. This project is the connecting link between the Salem Parkway and the Front Street Bypass. The project will widen Liberty Street and Commercial Street to a 36-foot section from Pine Street to Mill Creek and will widen Commercial Street to a 75-foot curbed section from Mill Creek to Division Street. The existing bridge over Mill Creek will be widened to accommodate the proposed section. Traffic signals will be installed at the intersection of Pine Street and Commercial Street. Existing signals will be replaced at Pine and Liberty, and the controller will be replaced at Pine and Broadway. City will perform preliminary and construction engineering. The location of the proposed project is indicated on the attached map. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	City Share	County Share
Salem	Pine Street-Division St., N. Liberty-Commercial Couplet, FAU 1705	$1,738,000	$1,477,300	$241,148	$19,552

Region 2 and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer Funds withdrawn from the I-305 Freeway. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H. S. Coulter
State Highway Engineer

Date 3/20/80

GEZ:pf
Attachment

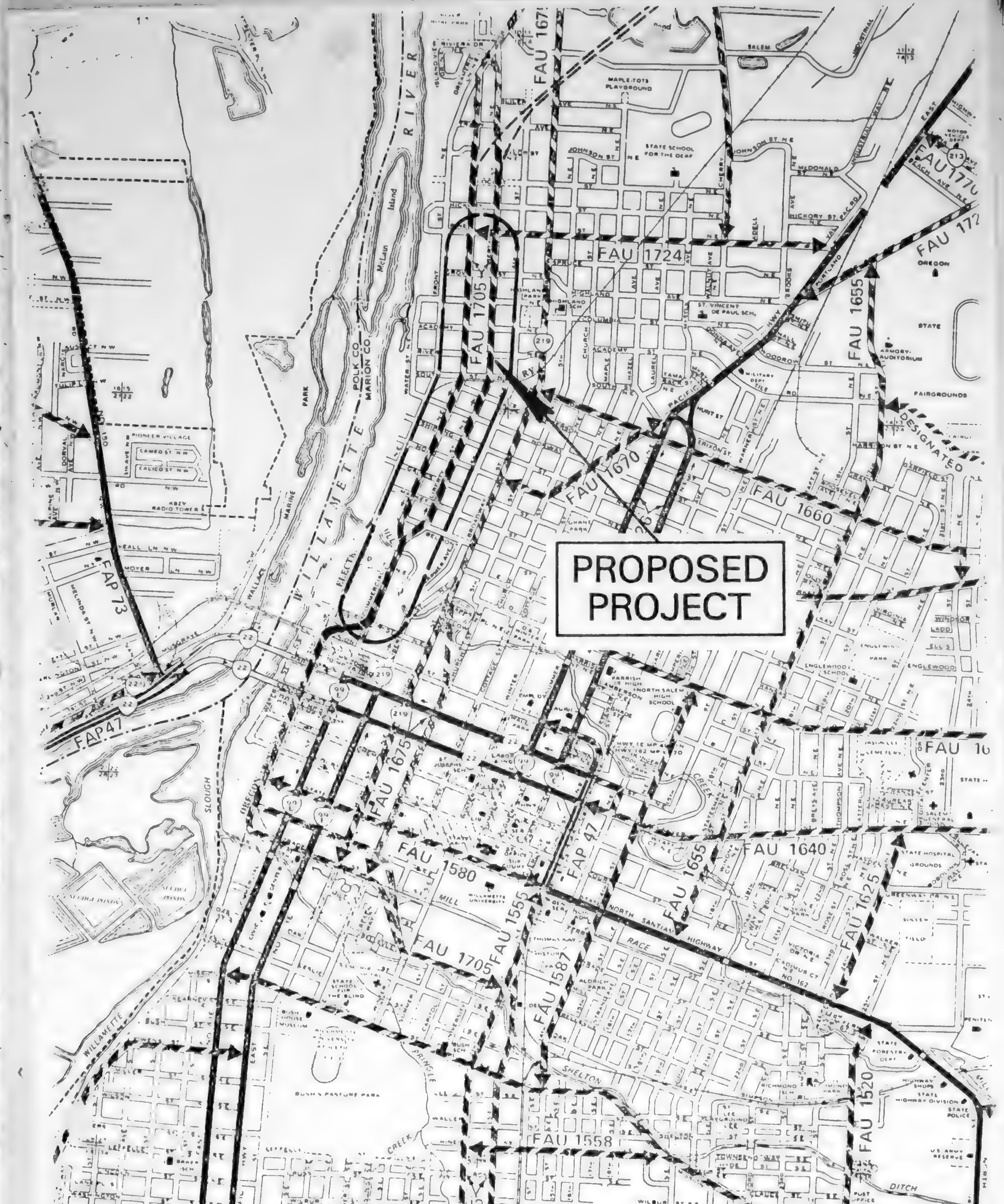
[illegible]

[illegible]

241,148
19,552
260,700

Contains
Recycled
Materials
81-125-1367

SP*75683-125


PROPOSED PROJECT
FAU 1724
FAU 1705
FAU 1675
FAU 1670
FAU 1660
FAU 1655
FAU 1640
FAU 1625
FAU 1580
FAU 1555
FAU 1587
FAU 1558
FAU 1520
FAU 1770
FAU 172
FAU 16
FAP 47
FAP 73
FAP47
DESIGNATED
WILLAMETTE
RIVER
POLK CO
MARION CO
SLOUGH
STATE SCHOOL FOR THE DEAF
MAPLE-TOTS PLAYGROUND
NORTH SALEM HIGH SCHOOL
WILLAMETTE UNIVERSITY
STATE SCHOOL FOR THE BLIND
BUSH'S PASTURE PARK
FAIRGROUNDS
STATE HOSPITAL GROUNDS
STATE FORESTRY DEPT
STATE HIGHWAY DIVISION
STATE POLICE
U.S. ARMY RESERVE
NORTH SANTIAM HIGHWAY
MILL
SHELTON
DITCH
CREEK
22
99E
219
221

9322

1

U. S. DEPARTMENT OF TRANSPORTATIO FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-17-80

FEDERAL AID PROJECT NO. 1705(5)

STATE PROJECT NO. See below

PROGRAM NO.

COUNTY NAME Marion

ITEM NO. 00091

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 24 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7-24
orig

DATE PS&E APPROVED	
DATE AUTHORIZATION EFFECTIVE	7-17-80
FEDERAL ROUTE NUMBER	FAU 1705
STATE ROUTE NUMBER	City Street

GENERAL LOCATION:
Pine Street - Division Street (Salem) Section
(North Liberty-Commercial Couplet)

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility and railroad preparatory work TEC $60,700 - Federal Funds $51,595.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's PEA dated 4-1-80.
(Advice dated 7-16-80)

Increases in the amount authorized hereon are subject to the availability of funds as determined by obligation ceilings, appropriations, and Urban Mass Transportation Administration releases.

DATE 7-17-80

SIGNATURE OF APPROVING OFFICIAL G. K. H[illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-855

9322

2.

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Randall Franke, Chairman
Pat McCarthy
Harry Carson, Jr.

EXECUTIVE OFFICER
Harold F. Brauner

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

NOTED
H. S. COULTER

June 4, 1980

REGION 2 ENGINEER
RECEIVED
JUN 10 1980
RLE RBE
RE RCE RME RTE ROE
ULE GEO RSO ENV RFE

Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: NE Liberty Street-Commercial Street Couplet Project.

Dear Mr. Stearns:

Proposed preliminary engineering and construction-finance agreement forwarded by your letter of May 13, 1980, for approval and signature is returned herewith without action.

The recent ODOT report that Federal appropriations for interstate transfer projects can be expected to be inadequate emphasizes the need for close correlation of transfer project schedules and the need for strict monitoring of transfer funds. The Liberty Street-Commercial Street Couplet terminates as the southern terminus of the proposed Salem Parkway. Although the current priority of the Liberty-Commercial Couplet is ahead of that of the Parkway, these two projects should be constructed during the same period. Significantly earlier completion of the Liberty-Commercial Couplet could be expected to worsen current traffic problems north and east of the northern end of the couplet.

It is suggested that the construction-finance agreement for the Liberty-Commercial Couplet be resubmitted to Marion County concurrently with that for the Salem Parkway project.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
FOR MARION COUNTY, OREGON

Randall Franke
Chairman

Pat McCarthy
Commissioner

Harry Carson Jr.
Commissioner

RECEIVED
STATE HWY ENGR
JUN 16 '80
REFER TO
Scott
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

JJG:lk
cc: Kent Aldrich
D. H. Moehring
Lou McNicoll
Dick Knowles
George Grove

Attachment

9322

4-3-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Project (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAIX PROJECTS					
S.E. Portland Signal Modification-10 Intersections Portland	$ 50,000	$ 42,500	None	$ 7,500	3-18-80
Pine Street-Division St. N. Liberty-Commercial Couplet, FAU 1705 Salem	1,738,000	1,477,300	None	260,700	3-20-80
Arterial Street (Portland) Overlay Program Portland	964,000	819,400	$86,760	57,840	3-28-80
SOS PROJECTS					
Amazon Channel (Acorn Park Street) Br. Eugene - City		CANCELLATION			3-13-80
Ingersoll Ave. - Kruse Ave. Section on 10th Street Coos Bay - City		CANCELLATION			3-28-80

April 3, 1980 H. S. Coulter

H. S. Coulter
State Highway Engineer

4-4-80 [illegible]

9322

March 27, 1980

CON 21-2

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center Suite 100
350 Center Street NE
Salem, Oregon 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Salem Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh I request your approval to use Interstate Transfer Funds for a highway project in the Salem Urbanized Area. Funds for this project are available from the withdrawal of the Salem Freeway (I-305) from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Pine St. - Division St. (Salem) Section
N. Liberty/Commercial Couplet (FAU 1735)

I have directed the Project Management Branch of the Highway Division to process this project with your office to obligate the Federal Transfer funds as they are authorized by the Coordinating Committee of the Salem Area Transportation Study.

Sincerely,

F. B. Klaboe
Director

cc: Metropolitan Service District

JLG: jv
bc: H. S. Coulter
D. H.Moehring
C. O. Fredrickson

1981 Auburn Ave.-Broadway St. 9323
Sec. (4th St.) & Dewey Ave.-Brdwy.
St. Sec. (2nd St.) in Baker. (Pav.)

CdA 7436 2-17-81

9323

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

DATE 7/11/83	PURCHASE ORDER NUMBER	☐ PARTIAL ☒ FINAL	INVOICE NUMBER
			PRIOR REQUEST NUMBER
		CODE	BILLING REQUEST NUMBER CA 1757

BILL TO:

City of Baker
P.O. Box 650
Baker, Oregon 97814

CREDIT DISTRIBUTION

324.02	$2,724.60

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on M-0000(32)	
Total Project Cost	$275,786.68
Less: Federal Funds	(243,142.97)
Less: State Share of Project	(16,307.61)
Less: Advance Deposit	(14,830.00)
Less: Credit for Work by City	(1,781.50)
REFUND DUE	$ 275.40

Gary Zehner 378-6011
Diane Galida 378-5035

BAKERCI 43000

[illegible] SECTION
MANAGER ______ PROJECT UNIT S
[illegible] 1983
MAN./ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

Advance Deposit Amount	$ 14,830.00
Advance Deposit Previously Transferred to Highway Fund	$ 11,830.00
Balance	$ 3,000.00
Transfer to Highway Fund	$ 2,724.60
Refund Due	$ 275.40

AMOUNT DUE $

SUBMITTED BY

APPROVED BY
W. E.

9323

OREGON STATE HIGHWAY DIVISI

ITEMIZED STATEMENT OF FINAL COSTS DATE 6-21-83

CITY: Baker AGREEMENT NO: 7436 PROJECT NO: M0000(32)

CONTRACT NO: 9323 SECTION: 2nd St. and 4th St.

PRELIMINARY ENGINEERING 301-1967:

Resident Engineer	$ 186.51
Final Design	413.48
Project Management	80.27
Specifications	860.66
Administrative Services	10.25
Environment	137.32
TOTAL P.E. COST	$ 1,688.49

CONSTRUCTION 301-1009:

Payment to Contractor	$227,269.53
Interest on Final Payment (Non-Participating)	28.50
SFO#1 Lime furnished by City	30,143.82
Construction Engineering ($23.36 non-participating)	3,971.89
Work by City	10,000.00
Audit Expense	418.65
Project Management	35.03
Salem Lab	672.72
Technical Services	161.11
Construction Section	540.02
Region Office	$ 856.92
TOTAL CONST. COST	$274,098.19

SUMMARY:

Total P.E. Cost	$ 1,688.49
Total Const. Cost	274,098.19
TOTAL PROJECT COST	$275,786.68
Less Non-Participating Interest	(28.50)
BALANCE	$275,758.18
Less Federal Funds	(243,142.97)
AMOUNT TO BE SHARED	$ 32,615.21
Less State Share (50% of $32,615.21)	(16,307.61)
PARTIAL CITY SHARE	$ 16,307.60
Plus Non-Participating Interest	28.50
TOTAL CITY SHARE	$ 16,336.10
Credit for Work by City	1,781.50
City Advance Deposit 7-21-81	14,830.00
REFUND DUE CITY	$ 275.40

cc: Jim Peterson
Roger Lang

301-1967
301-1009

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STA OUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of ORegon

ADDRESS

Capitol Bldg.
Salem, OR 97310

STATE: Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING
☐ OTHER PROGRESS
☐X FINAL VOUCHER (*)

VOUCHER PERIOD FROM 1/6/81 TO 1/20/83

FEDERAL AID PROJECT NO. M-0000(32)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 1,688.49	$ 1,688.49	88.18%	$ 1,488.91	$ 1,488.91	$ 0.00
9,023.25	9,021.18	88.18%	7,954.88	7,954.88	0.00
263,293.44	265,025.15	88.15%	233,699.18	233,699.18	0.00
$274,005.18	$275,734.82	88.18%	$243,142.97	$243,142.97	$ 0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY Oregon DATE	BY DATE 3/1/83	BY DATE Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Auburn Ave.-Broadway St. (Baker)					
	Dewey Ave.-Broadway St. (Baker)					
	2nd and 4th Streets (Baker)					
	Baker County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 1,688.49	
	Construction					
	Type Code 6201					
	Roadway (4th St.; St. 0110)					
	Formal Contract Payment Summary	Lump Sum			227,269.53	
	SFD #1 Furnish lime for stablization of subgrade to depth of 11 inches (City of Baker)	All Required			30,143.82	
	Total Participating Construction				$257,413.35	
	Construction Engineering					
	City of Baker	All Required			10,000.00	
	State	All Required			6,214.33	
	Total Participating Construction Engineering				$ 16,214.33	
	Misc. Project Cost					
	Audit Expense	All Required			418.65	
	Total Participating Project Cost				$275,734.82	
	Nonparticipating Cost					
	Interest on Final Payments	All Required			$ 28.50	
	City of Baker Share of Project Cost	All Required			(1,781.50)	
	Construction Engineering (State)	All Required			23.36	
	Total Nonparticipating Project Cost				$ (1,729.64)	
	Total Project Cost				$274,005.18	
	Prepared based on Participating Costs as shown on Federal Billing as of 3/10/83.					
	AMOUNT CARRIED FORWARD					

```
                                 ** JOB TOTALS **            **              **   30,192.49  **

                      CONT NO        FA PROJ NOS                                                    STATE
                          301   1959     295      00                      853.44          853.44
                          301   1959     296      00                      853.44CR        853.44CR
                                         TOT      00
                                 ** JOB TOTALS **            **              **               *

UPRR XNG-LAGRAND/BAKER HY   CONT NO       * FA PROJ NOS M   4950001 100                    STATE
                          301   1961     295      00 N 9                                  251.03
                          301   1961     296      00 N 9                                1,381.58CR
                          301   1961     298      00 N 9                                1,130.55
                          301   1961     901      00 P 1                                  143.48
                          301   1961     905      00 P 1                                  401.59
                          301   1961     911      00 P 1                                   26.04
                          301   1961     920      00 P 1                                   43.42
                          301   1961     921      00 P 1                                  469.36
                          301   1961     922      00 P 1                                   26.22
                          301   1961     923      00 P 1                                  271.47
                                         TOT      P1                                    1,381.58
                                 ** JOB TOTALS **            **              **         1,381.58  **

2ND ST & 4TH ST (BAKER)     CONT NO       * FA PROJ NOS M   0[illegible]0032 100                    STATE
                          301   1967     296      00 [illegible] Tr. St.                          1,488.91CR
                          301   1967     298      00 [illegible] " Fed.                           1,488.91
                          301   1967     901      00 [illegible] Res. Engr.                         186.51
                          301   1967     905      00 [illegible] 1 Fin. Des.                        413.48
                          301   1967     920      00 [illegible] 1 Proj. Mgmt.                       80.27

                                                                      FISCAL          GRAND TOTAL
   DESCRIPTION          PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE        TO DATE
                          301   1967     921      00 P 1 Specs.                           860.66
                          301   1967     922      00 P 1 Adm. Serv.                        10.25
                          301   1967     923      00 P 1 Enviv.                           137.32
                                         TOT      P1                                    1,688.49
                                 ** JOB TOTALS **            **              **         1,688.49  **

ARBOR PL-WITHAM HILL DR     CONT NO       * FA PROJ NOS M   2110001 100                    STATE
                          302   1938     294      00 N 1                                1,504.92CR
                          302   1938     296      00 N 9                              114,528.00CR
                          302   1938     298      00 N 9                              114,528.00
                          302   1938     901      00 P 1                                5,338.16
                          302   1938     903      00 P 1                               25,399.40
                          302   1938     904      00 P 1                    71.23      78,204.68
                          302   1938     905      00 P 1                                1,909.60
                          302   1938     907      00 P 1                                  890.22
                          302   1938     910      00 P 1                                  110.68
                          302   1938     911      00 P 1                                  234.74
                          302   1938     912      00 P 1                                   87.32
                          302   1938     913      00 P 1                                   62.04
                          302   1938     914      00 P 1                                  164.02
                          302   1938     915      00 P 1     228.40        228.40         417.17
                          302   1938     918      00 P 1                                  136.88
                          302   1938     920      00 P 1                                  297.42
                          302   1938     921      00 P 1                                2,241.63
                          302   1938     923      00 P 1                               30,736.65
                          302   1938     950      00 P 1                                  989.40
                          302   1938     980      00 P 1                                2,605.39
                                         TOT      P1         228.40        299.63     149,825.40
                                         TOT      N1                                    1,504.92CR
                                 ** JOB TOTALS **  228.40 **      299.63 **          148,320.48  **
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                         MARCH 1983        PAGE  224

                                                                                    FISCAL          GRAND TOTAL      ACTIVE YRS
      DESCRIPTION                  PREFIX  FUNCTION SUB F. GR  CURRENT MONTH     YEAR TO DATE        TO DATE       BEG    END
                             301     1005      945     00 P 1                                           290.25      81     81
                             301     1005      945     00 P 8                                             2.93      81     81
                             301     1005      946     00 P 1                                           138.64      81     81
                             301     1005      946     00 P 8                                             1.40      81     81
                             301     1005      960     00 N 1                                            89.84      81     81
                             301     1005      960     00 N 8                                              .91      81     81
                                               TOT        P1                                        142,973.02
                                               TOT        P8                                          1,265.70
                                               TOT        N1                                            465.12
                                               TOT        N8                                              1.66
                                         ** JOB TOTALS **                 **                **      144,705.50  **

AUB-BROAD&DEWEY-BROAD(BA)   CONT NO 9323 * FA PROJ NOS M   0000032  96                              M   0000032  04 STATE
                             301     1009      201     00 P 1 Pay Cont.                             220,113.35      81     82
                             301     1009      201     00 P 8   "                                     7,156.18      81     82
                             301     1009      206     00 N 1 Int.                                       27.36      82     82
                             301     1009      206     00 N 8   "                                         1.14      82     82
                             301     1009      210     01 P 1 Mat.fur.1,205.75CR      1,205.75CR     28,938.07      82     83
                             301     1009      210     01 P 8  "     " 1,205.75       1,205.75        1,205.75      83     83
                             301     1009      294     01 N 1 Cr. Wk by City                          1,781.50CR    82     82
                             301     1009      295     00 N 9 Tr. City                               11,830.00      82     82
                             301     1009      296     00 N 9  "  St.                 1,330.19      253,484.06CR    81     83
                             301     1009      298     00 N 9  "  Fed                 1,330.19CR    241,654.06      81     83
                             301     1009      900     00 P 1 Const. Engr.                            3,779.16      81     82
                             301     1009      900     00 P 8   "      "                                154.89      81     82
                             301     1009      900     00 N 1   "      "                                 22.43      81     81
                             301     1009      900     00 N 8   "      "                                   .93      81     81
                             301     1009      900 303 02 P 1   "     400.00CR         400.00CR       9,600.00      82     83
                             301     1009      900 303 02 P 8   "     400.00           400.00           400.00      83     83
                             301     1009  ~~904~~ 900 00 P 1 ~~Consult. Fees~~                           1.50      82     82
                             301     1009      915     01 P 1 Audit                                     194.01      82     82
                             301     1009      915     01 P 8   "                                         8.09      82     82
                             301     1009      915     02 P 1   "                                       207.87      82     82
                             301     1009      915     02 P 8   "                                         8.68      82     82
                             301     1009      920     00 P 1 Proj. Mgmt.                                34.30      81     82
                             301     1009      920     00 P 8   "     "                                    .73      81     82
                             301     1009      940     00 P 1 Salein Lab                                645.81      81     82
                             301     1009      940     00 P 8   "     "                                  26.91      81     82
                             301     1009      944     00 P 1 Tech. Services                            157.06      81     82
                             301     1009      944     00 P 8   "     "                                   4.05      81     82
                             301     1009      945     00 P 1 const. Sec.                15.04          518.42      81     83
                             301     1009      945     00 P 8   "     "                    .63           21.60      81     83
                             301     1009      946     00 P 1 Reg. off.                                 822.62      81     82
                             301     1009      946     00 P 8   "   "                                    34.30      81     82
                             301     1009      948     00 P 1 Tot. Const. Engr.                          12.98      82     82
                                               TOT        P1        1,605.75CR        1,590.71CR    265,025.15
                                               TOT        P8        1,605.75          1,606.38        9,021.18
                                               TOT        N1                                          1,731.71CR
                                               TOT        N8                                              2.07
                                         ** JOB TOTALS **                 **             15.67  **  272,316.69  **
```

cc: OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

*FINAL ACCEPTANCE REPORT

#9323

REGION NO. 10	REPORT NO. 2 1-20-83	COUNTY Baker	DIVISION Oregon
DATE OF REPORT 1/13/83	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. M-0000(32)
COMPLETION DATE 10/31/81	ACCEPTANCE DATE BY CONTRACT AGENCY 3/18/82	TIME ELAPSED 90.7 %	CONTRACT TIME 75 calendar days
APPROVED EXTENSIONS NONE	LOCATION City Streets, City of Baker, Oregon		

RECEIVED
STATE HWY ENGR
JAN 21 '83
REFER TO
Kl
FOR

Info	Inves	R/D	D/R	Sign	Act	File

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

AUBURN AVE. - BROADWAY ST. & DEWEY AVE. - BROADWAY ST. (BAKER) SECTION
CITY STREETS - CITY OF BAKER
Paving

This project provided for the reconstruction of the above streets in the City of Baker. Project work included, aggregate base, paving and concrete curb. The City had previously lime treated the subgrade.

The final cost of the project including all engineering and changes was $243,708.10.

The final amount of the original contract items was $154,496.97 or a 27.5 percent underrun of the contract bid amount of $213,224.50. The large underrun in the original bid items reflects the change that was made in the asphalt concrete surfacing. The surfacing was revised to 2 inches of class "B" and 2 inches of class "C" instead of planned surfacing section of 4 inches of class "B" asphalt concrete. Class "C" is generally used on urban streets. Both classes of asphalt concrete are considered to be equal. A 9.6 percent overrun of the original contract amount occurs when the class "C" asphalt concrete included in Price Agreement No. 1 is added to the final amount of the original contract items.

-83
C. R. Hector
T. Schlieski
B. Church
J. Peterson
D. Harwell
D. Swan

A final inspection of the completed work was made on November 18, 1981.

All participating work has been completed, all signing and striping is complete.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter	Original Signed By D. B. Carter Area Engr.	SIGNATURE G. K. Hossner	Original Signed By G. K. HOSSNER Field Operations Engineer
TITLE Area Engineer	DATE 1/18/83	TITLE Field Operations Engineer	DATE 1/20/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

G
F
A

9323

File

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

4-8-82

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
R. L. Coats No. 9293	Lake-Harney Co. Line Harney County	March 4, 1982
Eugene Sand & Gravel, Inc. No. 9237	Poodle Creek Road Lane County	March 5, 1982
Horton Bros., Inc. No. 9285	S.Bank Chetco River Rd. U'Xing. Curry County	March 9, 1982
Tice Electric Co. No. 9269	Arterial St. Light Conversion Proj. (Portland) Multnomah County	March 16, 1982
Mid-Columbia Paving Co. No. 9316	Sherman Ave.-Eugene St. (Hood River) Hood River County	March 18, 1982
Hertz Electric,Inc. No. 9244	Central Ore. Hwy. & Arnold Mkt. Rd. Deschutes County	March 18, 1982
Baker Redi-Mix, Inc. No. 9323	Auburn Ave.-Broadway St. & Dewey Ave.-Broadway St. Baker County	March 18, 1982
L.W. Hembree Co. No. 9195	Tualatin Valley Hwy. @ SW 247th Ave. (Hillsboro) Washington County	March 19, 1982
R. L. Coats No. 9333	U.S. Hwy. 97 - U.S. Hwy. 26 Jefferson County	March 19, 1982
Slayden & Holm, Inc. No. 9267	Dairy Creek (Susbauer Rd.) Bridge Washington County	March 22, 1982
Babler Bros., Inc. No. 9224	Polallie Cr.-M.P. 84.94 Hood River County	March 30, 1982

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Electric, Inc. No. 9270	Mt. Hood Hwy. @ Welches Rd. Clackamas County	March 31, 1982
L. W. Hembree Co. No. 9194	Mt. Hood Hwy. @ SE Hogan Rd. & Burnside Rd. (Gresham) Multnomah County	March 31, 1982
Mill Plain Electric No. 9330	Sunnyside Rd. @ SE 97th Ave. & Kaiser Hosp. Access Clackamas County	April 1, 1982
Jim Hall Contracting No. 9313	362nd Dr. @ Skogan Road Clackamas County	April 1, 1982
Coral Construction Co. No. 9334	Lane Co. Pavement Marking Project No. 4 Lane County	April 1, 1982
Columbia Pacific Construction Co. No. 9364	Blind Slough (Barendse Rd.) Bridge Clatsop County	April 6, 1982
C.W. McCallen Const. Co. No. 9085	SW Hall Blvd.-SW Oak St. Washington County	April 7, 1982

April 8, 1982

Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9323

April 1, 1982

Seaboard Surety Company
320 108th Ave., N.E.
Suite 401
Bellevue, WA 98004

CON 5
#9323

Gentlemen or Ladies:

On March 22, 1982, we wrote to you concerning release of final payment on Contract No. 9323 awarded to Baker Redi-Mix, Inc. for paving on the Auburn Avenue-Broadway Street (4th Street) and Dewey Avenue-Broadway Street (2nd Street) in Baker, Baker County.

Final payment on this contract is $1,000.00 and the total contract amount is $227,269.53. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

bc: C. T. Keasey
Walt Hart
Robert D. Hector

9323

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-13-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-0000(32)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10093

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/29/81

8. FEDERAL ROUTE NUMBER FAU 4851 - 4861

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Auburn Avenue - Broadway Street and Dewey Avenue

11. GENERAL DESCRIPTION OF WORK
Revised F. O. #2

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Keasey's letter of 1/7/82 this will confirm the advance approval date of 12/29/81 approving revised F. O. #2 for a TEC of $10,000 Federal Funds $8,818.

(Increase TEC $5,000 Federal Funds $4,409)

RECEIVED
STATE HWY ENGR
JAN 26 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Ap | File

orig 1-26-82

14. DATE 1/13/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Baesner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9323

Report #14 FINAL

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Auburn Ave. - Broadway Dewey Ave. - Broadway St. (Baker)	WEEK ENDING November 7,1981
		SECTION PREFIX 301-1009
	HIGHWAY City St.s (2nd & 4th)	COUNTY Baker
NAME OF JOB	KIND OF WORK Paving	
CONTRACTOR Baker Redi-mix, Inc.	CONTRACT NUMBER 9323	FEDERAL AID PROJECT NUMBER M-0000(32)
DATE OF CONTRACT July 21, 1981	DATE WORK STARTED July 31, 1981	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS 75	CALENDAR DAYS USED 68
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 91
PROJECT AUTHORIZATION: $ 285,325.95		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 98
EXCLUSIVE OF ENGINEERING: $ 213,224.50	ENGINEERING AUTHORIZATION $ 22.624.97	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 75
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 213,224.50	ENGINEERING COST TO DATE $ 3,951.00	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	This Week$100 PERCENT OF AUTHORIZATION 17 %	October 31, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		3040			4564
TOTAL QUANTITIES CORRECTED TO DATE		3500			4954
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		3450			4954
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Cldy			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair			

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NOV 9 1981
CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No actvity
FRIDAY	No activity
SATURDAY	No activity

REMARKS

STATUS: Project completed 10-31-81

Submit semi-final estimate on or before 11-30-81

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

FILE - ~~City of Baker~~
X - Contract 9278

STATE OF OREGON

INTEROFFICE MEMO Baker

TO: Donald E. Shaffer
Bicycle Route Engineer

DATE: November 5, 1981

1 Versteeg ✓
Anderson
3 Christensen Sw
4 Olson aCl.
Sullivan
2 Terpin E
Trout
Wakerlig

RECEIVED
NOV 09 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

SUBJECT: Dewey Avenue Bike Ramps
City of Baker
Baker County

This letter to the editor in the Baker Democrat-Herald was inappropriate and untimely. Before the project was completed, the person registered his complaint.

Although sidewalk ramps were not included in the contract work, they are to be completed as an item of extra work within the contract.

W. E. Schwartz
Region Engineer

REFERRED TO
Board 3 Stoudenmeyer
1 Cole WEC 4 Mann AEM
2 Erikson FE 5 Hansen
Mager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

WES/vt

NOTED
D. E. SHAFFER

RECEIVED
NOV 10 1981
LOCATION SECTION

Letters

em, OR 9-10
lem Bay Fishrapper

Department of Transportation
HIGHWAY DIVISION
Region 2
[illegible] SALEM OREGON 97310 PHONE 378 2626

August 28, 1981

[illegible] Vellinburg
11500 Bayside Garden Rd.
Nehalem, OR 97131

Dear Ms. Vellinburg:

Paul Rouse, editor and publisher of the Fishrapper presented me with several copies of your poem "Reflections." You certainly conveyed a friendly, warm, public thank you for the new pavement buttons on the Oregon Coast Highway.

[illegible] Industries, Inc., under contract 9298 installed pavement markers from the Washington State line to the Lincoln County line. These should improve traffic safety and ease of negotiating the highway throughout the area.

We appreciate your sharing your feelings with the public and particularly in such a poetic manner. I am taking the liberty of sharing a copy with the traffic engineers, inspectors, and other personnel involved in making this project possible. Again, thank you for sharing your thoughts.

Sincerely,

Gerald Wimer
REGION CONSTRUCTION ENGINEER

GW/tgl
cc: Paul Rouse
Fishrapper
PO Box 178
Wheeler, OR 97147

ar Paul,

I'd like to submit this poem, if u feel you'd want to print it in paper.

So many of us Portlanders eel as the poem suggests. Our lihood must be made in tland, but out hearts are in bit of heaven, the nzanita and Nehalem area. nvy the lucky ones who smile themselves as we head back the dull routine, while they at on their coats to take a walk n the beach. Ahhhh well, only ght more years and we can tire, and stay in our precious bin, year 'round, too!!!

We look forward to getting the ISHRAPPER each week. hanks for a great job.

Yours truly,
Donna Miller
8312 SE Oak Place
Portland, OR 97266

Manzanita

With anticipation
we top the crest
of Highway 26.
Only then do I
shed the cape
of daily trials.
To don the feeling
of regal attire
so rich and free.
Brighter than diamonds
the sun glistens
upon the rolling sea.
Softer than velvet
the sandy shore
beneath my feet.
More graceful than jets
gulls playing on
currents of sea air
Lovelier than chimes
the winds rustle
tall coast pines.
Sturdier than a castle
fortified with love
our cabin by the sea.
We have arrived!
Two precious days with
the royal cloak of calm.

Baker, OR
Democrat-Herald

Keep your speed at 55 mph

To the editor:

Oregon State Police troopers, who daily deal with difficult and demanding situations, are facing what might be the toughest challenge in the 50-year history of this department.

Eliminating 112 officer positions and 28 clerical positions by budget cutbacks places an extra burden on an agency already understaffed. Lack of revenue from income taxes is the reason for the 20-percent reduction in trooper positions (The State Police no longer is supported by highway funds).

As superintendent of this organization, I can speak for every member as I pledge to Oregonians that we will make the best possible use of available personnel. Clearly, however, we must establish priorities to obtain maximum public protection and service from the remaining number of State Police officers.

In setting priorities, strict enforcement of the 55-mile-per-hour speed limit must rank in importance below accident-causing violations such as drunk driving and reckless driving. Responding to calls for assistance and policing school zones will remain high on trooper's priority list.

Our job is to serve Oregonians and visitors traveling through our state. We ask that you help us to continue the high quality of service you expect from your State Police. As responsible citizens and motorists traveling on Oregon's highways, you can do your part by maintaining a level of compliance with the speed limit that will permit our troopers to concentrate on other needed services.

Obey the 55-mile-per-hour speed limit and help your State Police to serve you.

We want to be there when you need us!

John C. Williams
Superintendent
Oregon State Police
Salem

Baker, OR 9-15
Democrat-Herald

Underpass still an obstacle

To the editor:

It's a shame bicycles don't get more respect. They are, after all, the most efficient means of transportation on earth.

For example, the state Department of Transportation said it would modify the Dewey Street underpass to allow passage of bicycles. After the state spent tens of thousands of dollars bikes are still prohibited from using the underpass.

Bicycles are still not allowed on the road, which means they must use the sidewalks. But a bicyclist cannot use the sidewalk without becoming a pedestrian.

Traveling south through the underpass a cyclist has to dismount and walk twice, once for each curb. Northbound bikers have to dismount, walk and carry their bikes three times, once for each curb and once for the flight of stairs.

I can't stand it.

Would motorists tolerate driving down the street, stopping, getting out and pushing their autos through an obstacle, then getting back in their cars to continue on their way? Would pedestrians permit obstacles on sidewalks that they would have to climb over?

So you will see me driving my bicycle through the underpass, occupying an entire lane of traffic, all to myself.

Thomas J. Moore
2200 Grove St. No.2

---

ham, OR 9-3
ook

low is speaking order made?

his letter addresses the bias shown for the order in which rsons are allowed to speak at public meetings.

pecificially, I am talking about the public hearing held on gust 18th with the Oregon Department of Transportation t the public regarding the proposed realignment of Powell vd. at 190th.

When we entered the building at 150 W. Powell where the aring was to take place, there was a table at the entrance d cards there to fill out for the order of speaking. It was 6 m., at which time the public meeting was to begin. My hus- and I were among the first persons to arrive and filled

---

Corvallis, OR 9-24
Gazette-Times

Fearful

To the Editor.

Congratulations! Your editorial opposing Senator Packwood's push for bigger trucks is worthy of commendation. Trucks on the freeways are now so numerous, so ponderous, and so fast, that they have earned the fear and hatred of the motoring public.

If Senator Packwood and the

Klamath Falls, OR 9-28
Herald & News

Plan Near Lunacy

Gov. Vic Atiyeh Tuesday unveiled a statewide program aimed at getting drunken drivers off Oregon's highways.

I am appalled that this man is still in office as his proposal is running close to lunacy. What we need is more government control? Can you actually believe neighbor turning in neighbor? That's not what this country was built on. How dare this state ask that I do a policeman's job. Don't we have enough spy satellites and reconnaisance planes

---

Portland, OR 9-17
Oregonian

Signals are boon

To the editor: In reference to the letter (Sept. 9) about the installation of traffic signals at 188th Avenue and East Burnside Street, this has been one of the best investments the taxpayers of Multnomah County ever made.

There have been numerous accidents at this intersection with some fatalities — drivers and pedestrians. The equipment used for this installation was obviously used previously.

There are several large apartment complexes in this area, which are occupied by age groups from children to senior citizens. This signal enables them to cross East Burnside with some safety to use facilities at the Fred Meyer Shopping Center. It also allows the north-

9323

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-2-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-0000(32)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10093

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/27/81

8. FEDERAL ROUTE NUMBER FAU 4851 - 4861

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Auburn Avenue - Broadway Street and Dewey Avenue

11. GENERAL DESCRIPTION OF WORK
City of Baker will perform part of construction engineering and inspection with State monitoring

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ XX CONSTRUCTION PROCEED ON ~~A STATE FORCE ACCOUNT~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 7/27/81 as requested in Mr. Keasey's letter of 8/18/81 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 2 representing work performed by the City of Baker is approved for a TEC of $5,000 Federal Funds $4,409.

RECEIVED
[illegible]
SEP 4'81
REFER TO Machung
FOR
[illegible]

14. DATE 9/2/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Kessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9323

L

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
8-154	FEDERAL-AID PROJECT AGREEMENT 8-20-81	COUNTY Baker PROJECT NO. M-0000(32)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

2nd and 4th Sts. in City of Baker

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-6-81	0.747
RIGHTS-OF-WAY		
CONSTRUCTION	6-17-81	0.747
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 284,674.00	FEDERAL FUNDS $ 251,011.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Hilken

Date executed by Division Administrator 8/20/81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon August 19, 1981

Federal Aid Project
No. M-0000(32)

Auburn Ave.-Broadway St. (Baker)
Dewey Ave.-Broadway St. (Baker)
2nd and 4th Streets (Baker)
Baker County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.

Preliminary Engineering	All Required	$ 3,500.00

Type Code 6201
Roadway (4th St.; Sta. 0+10 to Sta. 12+94)(2nd St.; Sta. 0+30 to Sta. 26+90)

Mobilization		All Required	$ 5,000.00
Aggregate Base	3,040 Ton	7.00	21,280.00
Class "B" Asphalt Concrete	4,565 Ton	32.00	146,080.00
Concrete Walks	740 Sq. Yd.	14.40	10,656.00
Concrete Curbs	6,713 Lin. Ft.	4.50	30,208.50
		SUBTOTAL	$213,224.50
		Engineering	28,785.50
		TOTAL	$242,010.00

Authorized Items

City Furnished Lime	All Required	$ 38,164.00
Engineering (Monitoring)		1,000.00
		$ 39,164.00

Length of Roadway --------------- 0.747 mi.
Cost of Roadway Per Mile --------$376,405.62

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	State Funds	Other Funds
Preliminary Engineering	$ 3,500.00	$ 3,085.00	$ 207.00	$ 208.00
Roadway	242,010.00	213,404.00	14,303.00	14,303.00
Authorized Items	39,164.00	34,522.00	2,321.00	2,321.00
TOTAL	$284,674.00	$251,011.00	$16,831.00	$16,832.00

Group 1-96%; Group 8-4%
Contract No. 9323
Prefix: 301-1967
Prefix: 301-1009

9323

July 10, 1981

ACC

Mr. James L. Adamson
Director of Public Works
City of Baker
P.O. Box 650
Baker, Oregon 97814

Gentlemen:

On July 9, 1981 we received a satisfactory bid from Baker Redi-Mix, Inc., P.O. Box 825, Baker, Oregon 97814 for Auburn Avenue-Broadway Street Section in Baker. We anticipate the construction cost to be:

Contractor's Bid	$213,224.50
Anticipated Additional Item:	
City Furnished Lime	$ 38,164.00
SUBTOTAL	$251,388.50
4 1/2% Contingencies	11,312.48
9% Engineering	22,624.96
ESTIMATED TOTAL COST	$285,325.94
Less: City Furnished Lime	38,164.00
EST. CONTRACT WORK & ENGR. & CONTINGENCIES	$247,161.94

City's Advance Deposit: 6% of $247,161.94 = $14,829.72

We will award the contract when we receive your advance deposit of $14,830.00, which should be in this office no later than July 31, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 923: Roger Lang, Region 5 Federal Aid Engineer
Vern Skoog - Please return completed AD # 923 when advance deposit is received.

AD REC'D 7/21/81
AWARDED

Section Dewey Ave. – Broadway st. (Baker) Sec ~~FAU 4801 (2nd street)~~ Programming Estimate $

Highway City streets [illegible]h + 2nd street Project Length 0.74 miles

County Baker Completion Time 75 Cal Day.

9323

Kind of Work Paving Est. Comp. Date 10-9-81

Prefix 301-1967-921 Letting Date July 9, 81 Project No. M-0000(32)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 253,398 50

☐ RE ☐ RCE ☐ RFE ☐ ROE

☑ RFA MAY 29 1981 ☐

RECEIVED
REGION 5 OFFICE

Anticipated Additional Items:	
Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	
State Furnished	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing (Engineering)	
"OPTICOM" Testing (Engineering)	
Bikeway Signs	
~~Adjust Utilities:~~	
City furnished lime	38,164 00

$ 38,164 00

under Approved City Force Order RCL

Subtotal $ 291,562 50

Contingencies (4-1/2%) 13,120 31

Engineering (~~8~~, [✓ 9], ~~10~~%) 26,240 63

Subtotal $ 330,923 44

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ 330,923 44

APPROVED

Road Design Engineer

LATEST
PRELIMINARY COPY
SUBJECT TO CHANGE

Cy Jim Adamson
Joe Schlieski
For your information

Rev. 3/81

DIVISION

Sheet

SUMMARY--BID SCHEDULE--COST ESTIMATE

Date 5/14/81

Section Auburn Ave.- Broadway st. (Baker) Sec.
Dewey Ave.- Broadway st. (Baker) sec.

County Baker

Kind Of Work Paving

Length 0.74 mi.

Name Bergolatz
5-15-81
Bu

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(8%)	18,800
Roadwork					
Aggregate Base		Ton	3,040	8^{00}	24,320
Class "B" Asphalt Concrete		Ton	4,565	33^{50}	152,927
Concrete Walks		Sq. Yd.	740	14^{00}	10,360
Concrete Curbs		Lin. Ft.	6,713	7^{00}	$46{,}991^{00}$

4322

2.

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: FILE

DATE: June 23, 1981

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 9, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened July 9, 1981, on the following projects:

1. Auburn Avenue-Broadway Street (Baker)
   Dewey Avenue-Broadway Street (Baker)
   2nd and 4th Streets, Baker County
   Grading and Paving

   Bikeways to be constructed on this project will be both separate bikeways and shared parking/bikeways depending on the available street width.

2. Austin Rock Production
   John Day Highway, Grant County
   Aggregate Crushing

   Footpaths or bicycles trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. N.W. 2nd Street-Old Oregon Trail Highway (Ontario)
   Olds Ferry-Ontario (Idaho Avenue) Highway, Malheur County
   Grading, Paving and Traffic Signals

   Five-foot sidewalk will be constructed for pedestrian and bicycle use.

4. Alexandra Avenue-Hardcastle Avenue (Woodburn)
   Park Avenue, Marion County
   Grading and Paving

   Five-foot sidewalks will be constructed for pedestrian and bicycle use. Also six-foot shoulders are available for bicycle use.

Contains
Recycled
Materials
81-125-1387

5. Arterial Street Overlay Project No. 2 (Portland)
Several Streets Throughout Portland, Multnomah County
Paving

Same as No. 2

6. N. Columbia Way/W. Columbia Blvd./N. Portland Rd. Intchge Ramp
Multnomah County
Grading, Paving and Signals

Interchange Ramp Reconstruction

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9323

6-17-8

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
M-0000(32)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10093

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
6/17/81

8. FEDERAL ROUTE NUMBER
FAU 4851 - 4861

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
Broadway Avenue - Auburn/Dewey (Baker) Section

11. GENERAL DESCRIPTION OF WORK
Paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's June 15, 1981 request and cetifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $291,408 Federal Funds $256,962.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUN 23'81
REFER TO
Maclurg
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

14. DATE
6-17-81

15. SIGNATURE OF APPROVING OFFICIAL
G. K.

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9323

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

Baker City

DATE: 5-27-81 ~~March 18, 1981~~

TO: Lyle Watson
Final Design Supervisor

FROM: Donald Shaffer
Bicycle Route Engineer Don

SUBJECT: Broadway Avenue-Dewey Avenue
Broadway Avenue-Auburn Avenue
City of Baker
Baker County

Please make sure that the wheelchair ramps are up to our standards without a lip and that the driveway lips are at a minimum (approximately 1/2 inch).

Thank you.

DES:ge

Discussed wheelchair ramp lip with WE Schwartz. He does not believe the City of Baker would object to eliminating the Lip ~~&~~ to go ahead and change their detail showing it He will ask R. Lang to inform the City of the change.

NEM
5/27/81

REFERRED TO
Beard Stoudenmeyer
Cole 1 Mann NEM
Eriksen Watson
Hager 3 Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Please Review

Versteeg
Anderson
1 Christensen FW
Olson
Sullivan
Terpin
Trou
Wekerlig

RECEIVED
MAR 1 8 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring /
Action

Contains Recycled Materials
81-125-1387

SP*75683-125

9323

STATE OF OREGON

INTEROFFICE MEMO

TO: ~~Memo to Files~~

DATE: May 1, 1981

SUBJECT:
Preliminary Plans
Broadway Avenue - Auburn Avenue
FAU 4851, 4th Street
Broadway Avenue - Dewey Avenue
FAU 4861, 2nd Street
City of Baker

Received telephone call from James L. Adamson, D.P.W. this morning to confirm the City's intention of constructing the project as shown on the preliminary plans. Exception is correction of drawing showing driveway at the school previously submitted.

Also, Mr. Adamson has requested the 4th Street portion of the project, from Broadway Avenue to Washington Avenue be of priority nature because of school traffic that will be generated by the opening of school on September 8.

Roger C. Lang
Roger C. Lang
Region Federal Aid Engineer

RCL/dp
cc: James L. Adamson
D. E. Swan ✓
Lyle Watson
Joe Schlieski

Ew

9323

STATE OF OREGON
1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

April 20, 1981

Mr. James L. Adamson
Director of Public Works
City of Baker
P. O. Box 650
Baker, Oregon 97814

Dear Jim:

Re: Plan Revision
Auburn Avenue - Broadway Street Section
4th Street FAU 4851

In response to your letter of April 16, 1981 concerning inquiry of property owners between Washington Avenue and Auburn Avenue on 4th, and questions asked by the City Council I offer the following explanations:

1. Can 4th Street be reconstructed to its existing 50 foot width rather than 44 feet as shown on the plans?

   Yes, ordinarily reconstruction is to existing widths. The 44 foot section was accepted as it met the minimum criteria.

2. Advancement of FAU funds to construct 50 foot street?

   Yes. Do not anticipate any problem in obtaining additional funding.

3. City pay additional costs?

   No problem. If, for some unforeseen reason additional funding could not be obtained there would be no problem in showing the extra width as a non participating item.

a

Enclosed are two copies of reduced preliminary plans dated April 14, 1981, for the Auburn Avenue - Broadway Street Section, FAU 4851 and Dewey Avenue - Broadway Street, FAU 4861 for your review and/or comment.

Please show any desired revisions and/or comment in red with your initials. Return the plans to me soon as possible so I may forward them to our Design Section.

We are holding firm on our scheduled letting date of July 23, 1981.

Sincerely,

Roger C Lang

Roger C. Lang
Region Federal Aid Engineer

RCL/dp
Enc.
cc: D. E. Swan
Lyle Watson
J. A. Schlieski

9323

LOCATION NARRATIVE REPORT ADDENDUM

11-4-80

Section: Broadway Ave.-Dewey Ave.
Broadway Ave.-Auburn Ave. (City of Baker)
ighway: FAU 4861 & 4851
ounty: Baker

Work to be done: Curbs, sidewalks and paving.

The proposed project consists of the construction of curbs, sidewalks, and paving on a subgrade prepared by the City of Baker.

obilization: We have not used the 9% figure to estimate the mobilization. Based on past contracts of a similar nature in the city of Baker which have been contracted by Baker Redi-Mix, Inc. - traditionally the amount of mobilization has been only 3.5 to 4%.

emporary rotection & irection: As on previous contracts in the city of Baker - the City will permit the street(s) to be closed to thru traffic. The City will provide the necessary barricades, signs and cones for the contractor's use. There will be no seperate payment for this work, it being understood that payment will be included in payment made for the other listed items.

tilities: There are utility conflicts. However the City of Baker is working with the utilities and all necessary relocation will be completed prior to the begining of this contract work.

ity Work: The City is responsible for the adjustment of waterlines, sanitary sewer, and storm sewer. Manholes will be adjusted by the City. They will also construct or adjust storm sewer inlets. They prefer to construct inlets after the curbs have been constructed. With the required cure on the curbs, etc. this should not be a problem. The City has been most cooperative with the contractor on previous contracts and I would expect their cooperation to continue.

etting Date: The City anticipates begining their portion of the work on July 15 or earlier, weather permitting. They plan to turn the subgrade over to the contractor on August 15. We'd propose a June letting date to allow time for contract award, subcontracts, materials, etc.

pletion me: On previous contracts of this type it has not been a problem to suspend the work and the calendar day count if the City does not complete their portion of the work on time. I'd recommend the shortest time possible - so as to encourage the completion of this project before the weather prevents proper placement of the AC pavement.

pe "A" ncrete urb: Almost all of the Type "A" curb in Baker has been extruded. The section has been modified both for the laying machine as well as the new, low, small cars. The typical has been shown on the plans and the special provisions specify the cement content; spacing of transverse expansion joints, and contraction joints.

RECEIVED
MAR 5 1981
LOCATION
SECTION

urb Backfill:	Backfill of the curbs shall be a 3/4" washed gravel where adjacent to sidewalks or driveways, and topsoil in all other areas. Commercial quality 3/4" washed gravel and topsoil, suitable to the engineer, may be used. Payment for this work will be per linear foot of curb backfilled, regardless of material used.
oncrete idewalks:	See special provisions pertaining to sidewalks, and/or, wheel chair ramps. A 3/4" washed gravel base, a minimum of 3" in depth, shall be required and placed to grade before placing concrete. Commercial quality gravel suitable to the engineer, shall be acceptable. Payment for this work will be included under the item for sidewalks.
ggregate Base eveling Mat'l:	1"-0 aggregate base material for the leveling course shall be a commercial quality crushed aggregate, reasonably well graded and suitable to the engineer. Compaction shall be by visual inspection only with a roller having a minimum weight of 10 tons and conforming in general with subsection 401.36 with rolling continuing until there is no discernable deflection.
sphalt Tack oat:	Asphalt tack coat will be required on curbs, manholes, inlets, and vertical connections to intersecting streets. There will be no seperate payment for tack coat.

Joseph A. Schlieski
Resident Engineer

November 4, 1980

SECTION: Second Street - Broadway/Dewey
HIGHWAY: FAU 4861

COUNTY: Baker
CITY: Baker
Paving Project

LOCATION NARRATIVE REPORT

The project will consist of curbs and gutters, a 2½" crushed aggregate base, a four inch asphaltic surface, placed on a 11" lime stabilized base.

The city will furnish all labor and equipment necessary to excavate the street and stabilize the base, at the city's expense. The city will be reimbursed from the state for the cost of the lime.

Right-of-Way: The project will be constructed within existing 100 foot rights-of-way. No serious grade problems are expected in matching the new street grades with the existing property grades.

Proposed Typical Section: See attached drawings for typical sections. These typical sections meet the city's standards for primary streets.

Utilities: C.P. National Electric Company: Maintains a powerline 30 feet east of centerline on Second Street between Broadway and Dewey Avenue. They will be notified and will have them relocated prior to construction.

American Television Communication Company: Maintains an aerial TV signal line generally on CP National's poles. They will be notified and will coordinate the moving of their lines with C.P. National.

Cascade Natural Gas Company: Maintains a 2" underground distribution main in the area, generally running north and south with crossing at the intersection of Valley and 2nd and Carter and 2nd Street. They will be notified and will check the grade of their line to see if a conflict exists. If there is a problem the line will be adjusted by the gas company.

Pacific Northwest Bell Telephone Company: Maintains aerial and underground service in the area. They will be notified, however, there should be no conflict with the construction of streets.

City Utilities: Sanitary Sewer: The city sanitary sewers in the area run north and south in the alley. There should be no problems.

Storm Sewer: The city maintains a seperate storm sewer in the area, and will adjust manholes as required. There should be no problems.

Water: The city maintains water distribution mains in the area. The main will be replaced with ductile iron pipe. All water services not constructed with copper will be replaced. Also water stubs will be installed for vacant lots. The city will make any adjustments required.

vailable ontractors: Baker Redi-Mix Inc.: Is located in Baker and have the equipment and personnel to do this job. There should be no trouble getting at least one qualified contractor to bid on this job.

igning: Signing work will consist of salvaging and reinstalling existing signs. The work will be done by the City of Baker at the city's cost.

llumination: Illumination will consist of 150 watt high pressure sodium lights mounted on California-Pacific poles and furnished and installed by the city under an existing contract between the city and California - Pacific Company.

norities: One minority family has been noted at 1705 Second Street which is within the project limits.

James L. Adamson

James L. Adamson
Director of Public Works

JLA:ciz

November 4, 1980

SECTION: Fourth Street - Broadway/Auburn
HIGHWAY: FAU 4851

COUNTY: Baker
CITY: Baker
Paving Project

LOCATION NARRATIVE REPORT

The project will consist of curbs and gutters, a 2½" crushed aggregate base, a four inch asphaltic surface, placed on a 11" lime stabilized base.

The city will furnish all labor and equipment necessary to excavate the street and stabilize the base, at the city's expense. The city will be reimbursed from the state for the cost of the lime.

Right-of-Way: The project will be constructed within existing 100 foot rights-of-way. No serious grade problems are expected in matching the new street grades with the existing property grades.

Proposed Typical Section: See attached drawings for typical sections. These typical sections meet the city's standards for primary streets.

C.P. National Electric Company: Maintains a powerline 30 feet east of centerline of Fourth Street between Valley and Washington Avenue. They will be notified and will have them relocated prior to construction.

American Television Communication Company: Maintains an aerial TV signal line generally on CP National's poles. They will be notified and will coordinate the moving of their lines with C.P. National.

Cascade Natural Gas Company: Maintains a 6" underground distribution main in the area, generally running north and south with crossings at each intersection. They will be notified and will check the grade of their line to see if a conflict exists. If there is a problem the line will be adjusted by the gas company.

Pacific Northwest Bell Telephone Company: Maintains aerial and underground service in the area. They will be notified, however, there should be no conflict with the construction of streets.

City Utilities: Sanitary Sewer: The city sanitary sewers in the area run north and south in the alley. There should be no problems.

Storm Sewer: The city maintains a seperate storm sewer in the area, and will adjust manholes as required. There should be no problems.

Water: The city maintains water distribution mains in the area. The main will be replaced with ductile iron pipe. All water services not constructed with copper will be replaced. Also water stubs will be installed for vacant lots. The city will make any adjustments required.

vailable ontractors: Baker Redi-Mix Inc.: Is located in Baker and have the equipment and personnel to do this job. There should be no trouble getting at least one qualified contractor to bid on this job.

igning: Signing work will consist of salvaging and reinstalling existing signs. The work will be done by the City of Baker at the city's cost.

llumination: Illumination will consist of 150 watt high pressure sodium lights mounted on California-Pacific poles and furnished and installed by the city under an existing contract between the city and California - Pacific Company.

inorities: No minorities have been noted within the project limits.

James L Adamson
James L. Adamson
Director of Public Works

JLA:clr

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Broadway Ave.-Dewey Ave. Sec. Broadway Ave.-Auburn Ave. Sec. UNIT OR PART ______ sheet 1 of 1

HIGHWAY 2nd Street & 4th Street PREFIX 301-1967-901 COUNTY Baker

ITEM NO	SPEC. NO	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1		Mobilization 6% (mobilization of these contracts (has trad. been about 3.5 - 4%)	All	100%		14,312
2		Class "B" Asphalt Concrete	Ton	4565	32.00	146,080
3		Concrete Curb	L.F.	6713	5.70	38,264
4		1"-0 Aggregate leveling Course	Ton	2923	7.00	20,461
5		Backfill Concrete Curbs	L.F.	6713	1.65	11,076
6		Concrete Sidewalk	Sq.Ft.	6664	3.40	22,658
		Total Contract Items				252,851
		Contingencies @ 4½%				11,378
		Engineering @ 10%				25,285
		Lime Reimbursement				38,164
		Total estimated cost				$327,678

9323

4

February 17, 1981

City of Baker
City Hall
Baker, OR 97814

AGR 4

Attention: Roland C. Campbell
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7436

Gentlemen:

Attached for your records is a fully executed copy of an agreement for improvement to Broadway Avenue-Dewey Avenue Section of Second Street and the Broadway Avenue-Auburn Avenue Section of Fourth Street in your City.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bck

Attachment

bc: Don Harwell (agree. att.)

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: December 2, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Federal Aid Urban Project

The City of Baker is requesting approval of a $331,320 project to upgrade a 0.5 mile segment of Second Street and a 0.24 mile segment of Fourth Street. The project will consist of curbs and gutters, sidewalks, aggregate base, and asphalt surfacing. City will perform preliminary engineering, excavation and stabilize the base, at City's expense. The cost of lime in the stabilized base will be a participating cost of the project. State will perform construction engineering. The location of the proposed project is indicated on the attached sketch. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	State Share	City Share
Baker	Broadway Ave.-Dewey Ave., Second St., FAU 4861 and Broadway Ave.-Auburn Ave., Fourth St., FAU 4851	$331,320	$291,560	$19,880	$19,880

Region 5 and this office investigated the proposed project confirming its validity and financing under the Federal Aid Urban Program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H S Coulter
State Highway Engineer

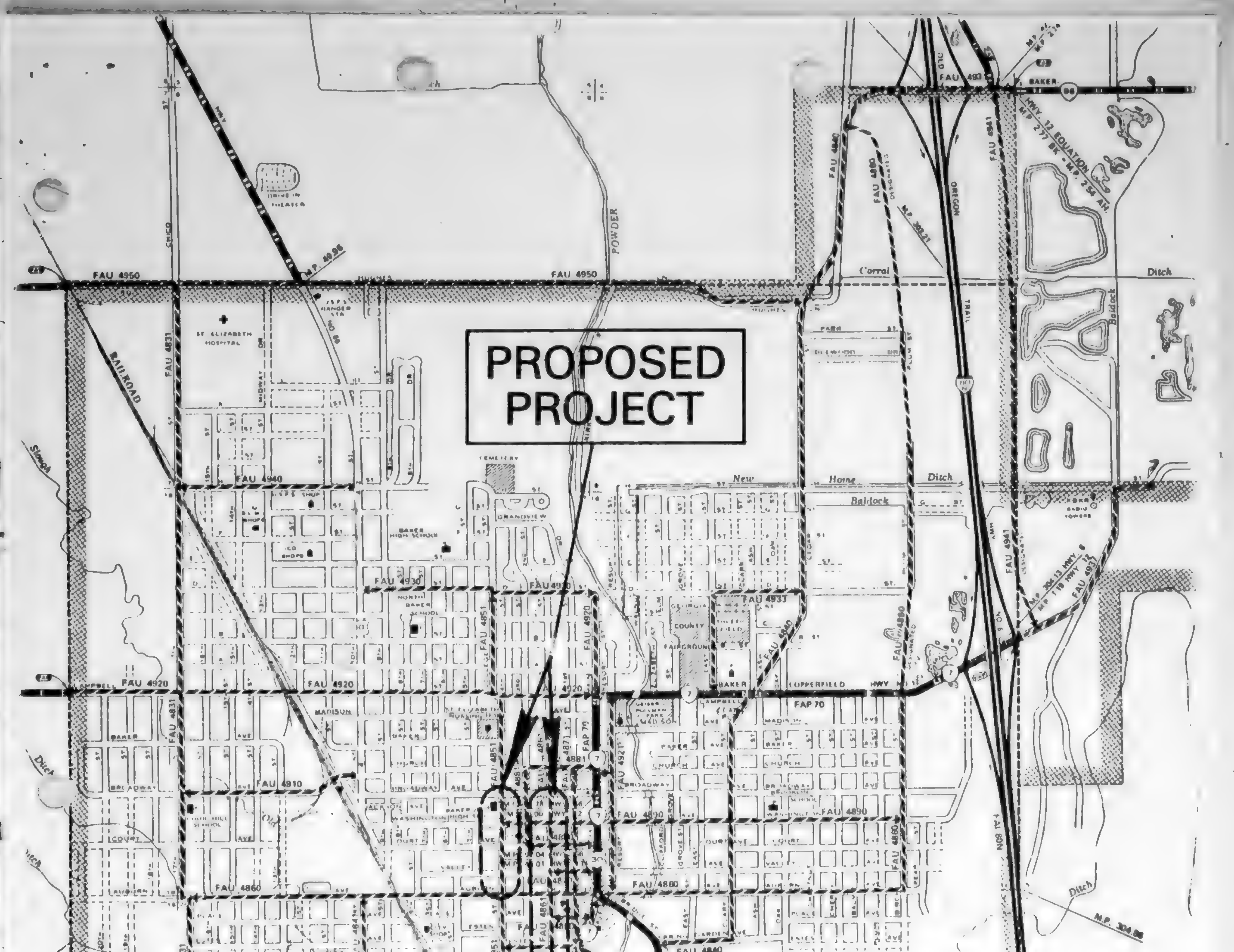
Date 12-2-80

GEZ:pf
Attachment

12-2-80
[illegible]
cy [illegible]

Contains Recycled Materials
81-125-1387

SP*75683-125


PROPOSED PROJECT
BAKER
FAU 4950
FAU 4940
FAU 4930
FAU 4920
FAU 4910
FAU 4890
FAU 4860
FAU 4840
FAU 4830
FAU 4820
FAU 4821
FAU 4831
FAU 4841
FAU 4851
FAU 4861
FAU 4871
FAU 4880
FAU 4921
FAU 4933
FAU 4941
FAP 70
RAILROAD
POWDER
RIVER
OREGON TRAIL
Corral Ditch
New Home Ditch
Baldock
Settlers
Sutton
Slough
Smith Ditch
ST ELIZABETH HOSPITAL
BAKER HIGH SCHOOL
NORTH BAKER SCHOOL
SOUTH BAKER SCHOOL
COUNTY FAIRGROUNDS
CEMETERY
MT HOPE CEMETERY
BAKER MUNICIPAL GOLF COURSE
OSHD HWY SHOPS STATE POLICE
DRIVE IN THEATER
CAMPBELL
COPPERFIELD HWY
MADISON
BAKER AVE
CHURCH
BROADWAY
WASHINGTON
COURT
VALLEY
AUBURN
PLACE
ESTES
LARIER
GRACE
MYRTLE AVE
CLIFF
INDIANA
PENNSYLVANIA AVE
NEVADA
WABASH
VIRGINIA
MITCHELL
CANAL AVE
COLORADO
M.P. 304.86
M.P. 305.54
M.P. 306.23
N

7325

Baker City

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Broadway Ave.-Dewey Ave. Sec. and Broadway Ave.-Auburn Ave. Sec.

HIGHWAY NAME: FAU 4861 (Second St) and FAU 4851 (Fourth St)

HIGHWAY NUMBER: N/A

REGION 5	ADMINISTRATIVE DISTRICT 13	COUNTY Baker	CITY Baker

LENGTH: 0.74

MILEPOST NUMBER TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Baker

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☒ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☐ CONTRACT ☐ STATE FORCE ☒ OTHER City Forces

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

From Broadway Avenue southerly to Dewey Avenue on Second Street and from Broadway Avenue southerly to Auburn Avenue on Fourth Street construct curbs and surfacing.

Note: City will perform grading; lime stabilization of subgrade (requesting reimbursement for lime); construct PCC driveways; seal pavement; and, adjust/replace water mains and storm sewer.

1 Versteeg
Anderson
2 Christensen Don
3 Olson Call
Sullivan
Terpin
[illegible]
4 [illegible]

RECEIVED

FEB 11 1981

ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1,900

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 25

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 1/29/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	two - 12'	two - 12'
SHOULDERS		— — —
MEDIANS		— — —
PARKING LANES	two - 10'	two - 10'
SIDEWALKS	two - 4' to 10'	* two - 5' to 10'
BIKEWAYS		two - 5' exception 44' section
~~INTERCHANGES~~		will have 10' shared bike/park
OTHER:		

* will construct as necessary

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☐	☒
Illumination (by City)	☐	☐	☒
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☒
River __________	☐	☒	☐
Stream __________	☐	☒	☐
Storm Sewer (by City)	☐	☐	☒
Sanitary Sewer (by City)	☐	☐	☒
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing local improvement Dist., by City	☒	☐	☐
Borrow Source	☐	☒	☐
Material Source commercial	☒	☐	☐
Utilities	☒	☐	☐

Type WATER, POWER, CITY WILL HANDLE

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation (by City)	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey (by City)	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review If altered from City plans	☒	☐	☐

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	2
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE City anticipates completion of their work by August 15, 1981 July 1981 (Region) (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Lime stabilized base	11"	
Level Course, 3/4" - 0	2 1/2"	
B A.C. Commercial Mix (Immediate)	4"	
B A.C. Commercial Mix (Future)	2"	

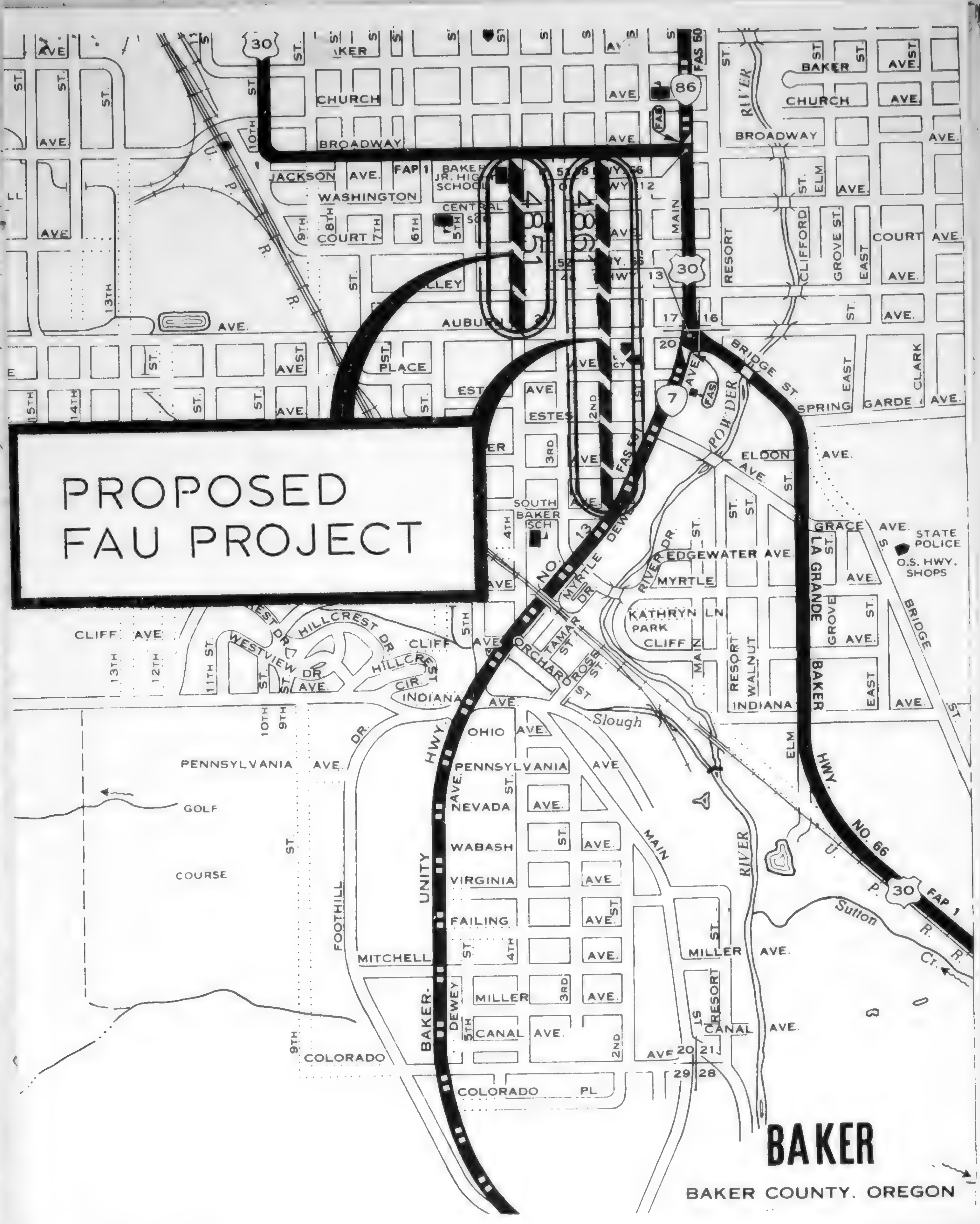
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 3,450	$ 3,500
RIGHT OF WAY		
TRAFFIC CONTROL	1,211	8,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	288,104	288,104
OTHER		
ENGINEERING & CONTINGENCIES	43,215	43,215
PROJECT TOTAL	$ 292,765	$ 342,819

SUBMITTED BY Roger C. Lang, Federal Aid Engineer



PROPOSED
FAU PROJECT
BAKER
BAKER COUNTY, OREGON
30
86
7
485
486
FAS 50
FAP 1
HWY. NO. 66
LA GRANDE - BAKER HWY.
BAKER - UNITY HWY. NO.
MAIN
CHURCH
BROADWAY
JACKSON AVE.
WASHINGTON
COURT
AUBURN AVE.
PLACE
ESTES
BAKER JR. HIGH SCHOOL
CENTRAL SCH
SOUTH BAKER SCH
POWDER RIVER
BRIDGE ST.
SPRING GARDEN AVE.
ELDON AVE.
GRACE AVE.
EDGEWATER AVE.
MYRTLE
KATHRYN LN.
PARK
CLIFF AVE.
HILLCREST DR
WESTVIEW DR
HILLCREST CIR.
ORCHARD
TAMAR ST.
ROSE ST.
INDIANA AVE.
OHIO AVE.
PENNSYLVANIA AVE.
NEVADA AVE.
WABASH AVE.
VIRGINIA AVE.
FAILING AVE.
MITCHELL
MILLER AVE.
CANAL AVE.
COLORADO
COLORADO PL
FOOTHILL DR.
GOLF COURSE
RESORT ST.
CLIFFORD
GROVE ST.
EAST ST.
CLARK
ELM
WALNUT
STATE POLICE
O.S. HWY. SHOPS
U. P. R. R.
Slough
Sutton Cr.

9323

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
REGION 5 OFFICE

In Reply Refer to
File No.:

W. E. Schwartz
Region Engineer

P. O. Box 850   La Grande, Oregon 97850   Telephone 963-3177

January 8, 1981

Mr. James L. Adamson
Director of Public Works
City of Baker
Baker, Oregon 97814

Dear Jim:

Re: Preliminary Engineering and Construction Finance Agreement
Broadway Ave. (2nd St., FAU 4861) Dewey Ave. Section
Broadway Ave. (4th St., FAU 4851) Auburn Ave. Section
Agreement No. 7436

Enclosed are four copies of an agreement concerning preliminary engineering and construction financing of the above subject project.

Please examine the agreements carefully and if found to be acceptable, present them to the City Council for adoption of a resolution authorizing the Mayor and City Recorder to enter into the agreement.

After the agreements have been signed, please forward the three blue bound copies, retain the unbound copy for your interim records, to me for further processing.

Do not hesitate to contact me if you have any questions.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Engineer

RCL/vt
Enc.
cc: D. E. Swan
J. A. Schlieski

Form 734-3122

9323

1-

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 000(32)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 10093

COUNTY NAME Baker

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '81
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

1-13
[illegible]

DATE PS&E APPROVED 1/6/81

DATE AUTHORIZATION EFFECTIVE 1/6/81

FEDERAL ROUTE NUMBER FAU 4851 and 4861

STATE ROUTE NUMBER City Streets

GENERAL LOCATION:
Broadway Avenue - Auburn/Dewey (Baker) Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering & Lime Treated Subgrade by City Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC $3,500 F.F. $3,085
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12/15/80 you are now authorized to proceed with the necessary work estimated to be $38,164 Federal Funds $33,641.

PS&E documents, as represented by CFO #1 have been reviewed together with attachments and are hereby approved.

Also, as requested, you are authorized to proceed with Constuction Engineering by State Forces at a TEC of $1,000 Federal Funds $881.

Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

DATE 1/6/81

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-555

4323

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 15, 1980

In Reply Refer to
File No.: PRO 6-2

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10093
Project No. M-0000 (32)
Broadway - Auburn/Dewey (Baker) Sec.
Baker County

Attached support data consists of PR-1 forms, project maps, copy of the "Authority for Survey" and three copies of "Order for Force Work" by the City of Baker for the subject project.

I request the following:

1) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work at an estimated total cost of $3,500 with obligation of 3,085 federal funds.

2) Approval that it is in the public interest to accomplish the construction of the Lime Treated Subgrade with city forces based on the following:

    a) The City of Baker has adequate equipment and forces capable of performing the work.

    b) The City crews are experienced in this type of work.

    c) The City crews will do the grading and this will permit them to complete all subgrade work.

    d) The City will only claim reimbursement for materials.

3) Approval of the "Order for Force Work" by the City of Baker and authorization to proceed with the construction of the "Lime Treated Subgrade". Reimbursement will be claimed on an actual cost basis and will only be for materials incorporated in the project.

A tabulation of costs follows:

Forces	Work	Cost
City	Lime Treated Subgrade	$ 38,164
State	Monitoring	1,000
	TOTAL ESTIMATED COST	$ 39,164

4) Return of one copy of the approved "Order for For Force Work" for our files.

5) Concurrence that Preliminary Engineering charges, are eligible if the preceeding PS & E approval is granted. This action is requested to expedite starting construction.

JLG/lms
Enc.

cc: W. E. Schwartz
Gary Zehner
General Files

Budget Bureau No. 41-R206

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 12-15-80

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2
REPORT NUMBER (19) (20)
PROJECT LOCATION (45 typewriter spaces) 21 City Sts., 4th & 2nd Sts. (Baker) 65
ADT PRESENT 2,900
FUTURE (66) — (70)
YEAR (71) — (72)
REGION 10
STATE NAME Oregon

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 PE, Base & High-Type Pavement 62
NATL. FOREST (63) (65)
FH ROUTE NO. (66) (68)
SUPV AGCY (69)
DA CLASSIF. (70)
DA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH YR (74) (75)
PROJECT NUMBER
PREFIX LETTER(S) 14 M- 23
NUMBER 7 0000 (3

CARD
CLASS OF FEDERAL FUNDS Urban System
NAME OF URBAN AREA 17-31 Baker
COUNTY NAME Baker
ROUTE NO. U
FEDERAL-AID 4851 & 4861 (32)
STATE City Sts. (36)
U.S. (37)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"Broadway Ave.-Auburn/ Dewey (Baker) Sec."	0.74	3,500	3,085	207	208
5					**ROW**							
5					**CONST** (CODE) 6201			0.74	300,000	264,450	17,775	17,775

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	JLG		0.74	303,500	267,535	17,982	17,983
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

12-15-80

LOCATION (45 typewriter spaces) ts., 4th & 2nd Sts. (Baker)	ADT	PRESENT 2,900	FUTURE ---	YEAR --	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32
								ITEM NO. 10093

K (35 typewriter Pavement	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) M- NUMBER 0000 (32) SEQ. NO.

I Projects Only: POST MI. DESIG.

Urban System

COUNTY NAME Baker CODE 001

Baker

ROUTE NO. U — FEDERAL-AID 4851 & 4861 — STATE City Sts. — U.S.

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

YPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W		"Broadway Ave.-Auburn/ Dewey (Baker) Sec."	0.74	3,500	3,085	207	208	Row 80' min; Access Control-none; Parking Restrictions-none.
ST 01			0.74	300,000	264,450	17,775	17,775	
JLG		PROJECT TOTALS	0.74	303,500	267,535	17,982	17,983	

AL DATES

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P.6.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

12-15-80

OCATION (45 typewriter spaces) ., 4th & 2nd Sts. (Baker) 65	ADT	PRESENT 2,900	FUTURE — (66) (70)	YEAR — (71) (72)	REGION 10

STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE W32 (4) (9)	ITEM NO. 10093 (14) (18)

I. Projects Only

35 typewriter Pavement 62	NAT'L. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 M- 23	NUMBER 7 0000 (32)	SEQ. NO. 13	POST MI. (24) (26) DESIG. 27

Urban System

COUNTY NAME Baker CODE 001 (14) (16)

ROUTE NO. U FEDERAL-AID 4851 & 4861 (32) STATE City Sts. (36) (37) U.S. (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

Baker

ESTIMATED PROJECT COST BY PHASES

E	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
		"Broadway Ave.-Auburn/ Dewey (Baker) Sec."	0.74	3,500	3,085	207	208	Row 80' min; Access Control-none; Parking Restrictions-none.
V								
ST			0.74	300,000	264,450	17,775	17,775	
JLG		PROJECT TOTALS	0.74	303,500	267,535	17,982	17,983	
				(16) (23)	(24) (33)	REMARKS		

L DATES

-OVER-

USCOMM DUSCOMM-DC 48905-F61

BROADWAY AVE - AUBURN/DEWEY (BAKER) SEC.
PROJECT NO. M-0000 (   )

Existing Facility:

4th (FAU 4851) — 50 foot curbed section with bit surface traffic lanes (100' ROW).

2nd (FAU 4861);
Broadway - Carter — 52 ft. curbed sec. with bit surface traffic lanes (80' ROW).
Carter - Dewey — 40 ft. curbed sec. with bit surface traffic lanes (80' ROW).

Adjacent Sections:

4th St. — Same as existing facility.
2nd St., North End — 52' section with bit surface traffic lanes.
2nd St., South End — Baker-Unity Hwy. (FAU 4821) common to Dewey St.

Project Data: The work consists of the following:

1) Preliminary engineering all phases including utility preparatory work.
2) Construct rock base and high-type pave a variable width curbed section—
4th St. (Broadway - Washington) 50 feet
(Washington - Auburn) 44 feet
2nd St. (Broadway - Carter) 52 feet
(Carter - Dewey) 40 feet

Furnish lime for treated subgrade.

Note: City will perform the grading and accomplish the work of lime treating the subgrade.

Right-of-Way: No additional required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Statewide categorical exclusion concurred in by FHWA on February 25, 1980.

FHPM 4-1-4 Requirements: A-95 review exempt unde
agreements.

FHPM 7-7-5 Requirements:

a) Public Hearings — Not required under C
b) Loc/Design — Not a factor in the devel
project.

Accommodation of Utilities: A State-City agreeme
with paragraph 6 d (1) of
will be executed.

Maintenance: A State-City agreement to comply wi
Title 23 U.S.C will be executed.

Note: 1) This project is in Congressional Distr

KER) SEC.

curbed section with bit surface traffic lanes
OW).

ft. curbed sec. with bit surface traffic lanes
0' ROW).
ft. curbed sec. with bit surface traffic lanes
0' ROW).

ng facility.
section with bit surface traffic lanes.
er-Unity Hwy. (FAU 4821) common to Dewey St.

s of the following:

g all phases including utility preparatory work.
d high-type pave a variable width curbed section—
ashington) 50 feet
Auburn) 44 feet
arter) 52 feet
ey) 40 feet

ted subgrade.

rading and accomplish the work of lime treating

equired.

oads, Water Developments, Historical and Recreational

ewide categorical exclusion concurred in by FHWA

FHPM 4-1-4 Requirements: A-95 review exempt under working agreements.

FHPM 7-7-5 Requirements:

a) Public Hearings —— Not required under Oregon Action Plan.
b) Loc/Design —— Not a factor in the development of this project.

Accommodation of Utilities: A State-City agreement to comply with paragraph 6 d (1) of PPM 30-4.1 will be executed.

Maintenance: A State-City agreement to comply with Section 116, Title 23 U.S.C will be executed.

Note: 1) This project is in Congressional District No. 2.

9323 2

1859

STATE OF OREGON INTEROFFICE MEMO

TO: G. L. Green
Federal Highway Administration

DATE: December 12, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10093
Project No. M-0000 (32)
Broadway - Auburn/Dewey (Baker) Sec.
Baker County

Attached support data consists of PR-1 forms, project maps, copy of the "Authority for Survey" and three copies of "Order for Force Work" by the City of Baker for the subject project.

I request the following:

1) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work at an estimated total cost of $3,500 with obligation of 3,085 federal funds.

2) Approval that it is in the public interest to accomplish the construction of the Lime Treated Subgrade with city forces based on the following:

   a) The City of Baker has adequate equipment and forces capable of performing the work.

   b) The City crews are experienced in this type of work.

   c) The City crews will do the grading and this will permit them to complete all subgrade work.

   d) The City will only claim reimbursement for materials.

3) Approval of the "Order for Force Work" by the City of Baker and authorization to proceed with the construction of the "Time Treated Subgrade". Reimbursement will be claimed on an actual cost basis and will only be for materials incorporated in the project.

A tabulation of costs follows:

Forces	Work	Cost
City	Lime Treated Subgrade	$ 38,164
State	Monitoring	1,000
	TOTAL ESTIMATED COST	$ 39,164

4) Return of one copy of the approval "Order for Force Work" for our files.

5) Concurrence that Prliminary Engineering charges, are eligible if the preceeding PS & E approval is granted. This action is requested to expedite starting construction.

JLG/lms

Enc.

cc: W. E. Schwartz
Gary Zehner
General Files

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. PRO 6-2

Date December 12, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: FY 1981 Annual Program

We request your approval of the addition of the following project to the Annual Program.

Sec. Broadway - Auburn/Dewey (Baker) Proj. No. M-0000 (32)

Hwy. City Streets (2nd & 4th) Item No. 10093

Co. Baker (#1) Rt. No. FA U 4851 & 4861

Area: Urban City: Baker

Begin M.P. --- Length: 0.74

Work: PE X, R/W N/A, CONST. X, Base & Pavement (Character)

Est. Cost: PE 3,500 R/W --- CONST 300,000

F.A. Cost: PE 3,085 R/W --- CONST 264,450

NOTES:
1) Statewide cat. exclusion concurred in by FHWA 2/25/80
2) A-95 review exempt
3) Loc/Des. not a factor

FHWA Endorsement
Approved ____________ Date ______
Div. Administrator

JLG:
cc: B. L. Gifford
BAK0001

Form 734-3122

9323

12-10-

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Project (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAU PROJECTS					
Street Rehabilitation Project Lebanon	$225,280	$198,250	$13,515	$13,515	11-12-80
Carpool Program Eugene	$ 72,000	$ 63,360	NONE	$ 8,640	12-1-80
Broadway Ave.-Dewey Ave., Second St., FAU 4861 and Broadway Ave.-Auburn Ave., Fourth Street, FAU 4851 Baker	$331,320	$291,560	$19,880	$19,880	12-2-80
6th St.-12th St. "C" Ave./Gekeler Lane, FAU 4620 LaGrande	$371,000	$326,480	$22,260	$22,260	12-9-80
FAIX PROJECTS					
N.E. Columbia Blvd., FAU 9956 at N.E. 47th Avenue Portland	$ 75,000	$ 63,750	NONE	$11,250	11-26-80

December 10, 1980

H. S. Coulter
State Highway Engineer

12-11-80
orig. to Gorman
cy Mochring

7323

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date November 20, 1980

Section Second St. (Broadway-Dewey) Section
City Baker Hwy. No.
Highway 4861
Begin M.P. Length 0.5 mile
County Baker
Program Estimate $228,115
Region 5
Funding Source
(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of the project is to reconstruct (paving, curbing and gutters) Second St. so that it can be effectively utilized as an arterial. The street is badly deteriorated with broken pavement and subsidence of the base. Second Street is an important arterial because it is utilized as a downtown bypass connecting Hwy. 30 and Hwy. 7. Second St. is the number one priority on the FAU Priority List established by the City and County of Baker. The project consists of constructing curbs and gutters, a 2½ inch crushed aggregate base and a 4 inch asphaltic surface placed on an 11 inch lime stabilized base. The City will furnish all labor and equipment necessary to excavate the street and stabilize the base.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
XX 3	Categorical Exclusion

Other Documentation:

○ Wetlands Finding
○ Cultural Resource Survey
○ Section 106 Procedures
○ Noise Study
○ Indirect Source Construction Permit
○ Section 4(f) Determination

Basis for Recommended Category:

No impacts on the natural environment and minimal adverse impacts on the human environment consisting of temporary noise increase, utility adjustments, and some potential minor long term traffic volume increases. No additional right-of-way will be required. Recommended type of action: Category 3, non-major.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved, Gravel)	curbs & gutters	curbs & gutters
Average Daily Traffic (Volume/Year)	2900	3100, yr. 2000
Alignment (New, Combined, Existing)	-	existing
Speeds (Posted/Estimated)	25 MPH	25 MPH

E. Preliminary Assessment of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	none
Estimated Number of Parcels	none
Residential Relocation (No.)	none
Business Relocation (No.)	none

2. Estimated Impact on Land Use:

No significant changes.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

The completed project is expected to generate only minor increases in traffic, with only an average daily traffic increase of 200 projected by the year 2000. The paving of badly deteriorating surface would improve safety.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

While additional traffic may raise noise levels, it would not be readily perceptible. Some moving of utilities may be necessary (i.e. powerlines and telephone).

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None.

Name of Preparer and Phone Number: John Preston 963-3177

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date November 20, 1980

Section Fourth St. (Broadway-Auburn) Section

City Baker Hwy. No.

Highway FAU 4851

Begin M.P. Length 0.24 mile

County Baker

Program Estimate $103,204

Region 5

Funding Source

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The proposed project is to construct curbs and pave Fourth Street in Baker so that it can be effectively utilized as an arterial. The Fourth Street project is needed to relieve north/south congestion and is the number two priority on the FAU priority list established by the City and County of Baker. The project will consist of curbs and gutters, a 2½ inch crushed aggregate base and a 4 inch asphaltic surface placed on an 11 inch lime stabilized base. The City will furnish all labor and necessary equipment to excavate the street and stabilize the base. The street surface is badly deteriorated and the base has experienced subsidence in places.

C. Recommended Project Category and Documentation:

Project Category		Documentation
	1	Draft and Final EIS
	2	Environmental Assessment and Finding of No Significant Impact
XX	3	Categorical Exclusion

Other Documentation:

○ Wetlands Finding
○ Cultural Resource Survey
○ Section 106 Procedures
○ Noise Study
○ Indirect Source Construction Permit
○ Section 4(f) Determination

Basis for Recommended Category:

The project is limited in scope, with no right-of-way requirement and no adverse impacts on the physical and human environment. Recommended type of action: Category 3, non-major.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved, Gravel)	curbs and gutters	curbs and gutters
Average Daily Traffic (Volume/Year)	1900	2200 yr. 2000
Alignment (New, Combined, Existing)	-	existing
Speeds (Posted/Estimated)	25 MPH	25 MPH

E. Preliminary Assessment of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	none
Estimated Number of Parcels	none
Residential Relocation (No.)	none
Business Relocation (No.)	none

2. Estimated Impact on Land Use:

No significant changes.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

The completed project may generate some additional traffic but it is not significant when considering a current to the year 2000 average daily increase of only 200 (2000 to 2200 ADT). The improvement of this portion of Fourth Street will better serve schools, county offices and residents of the area.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

none

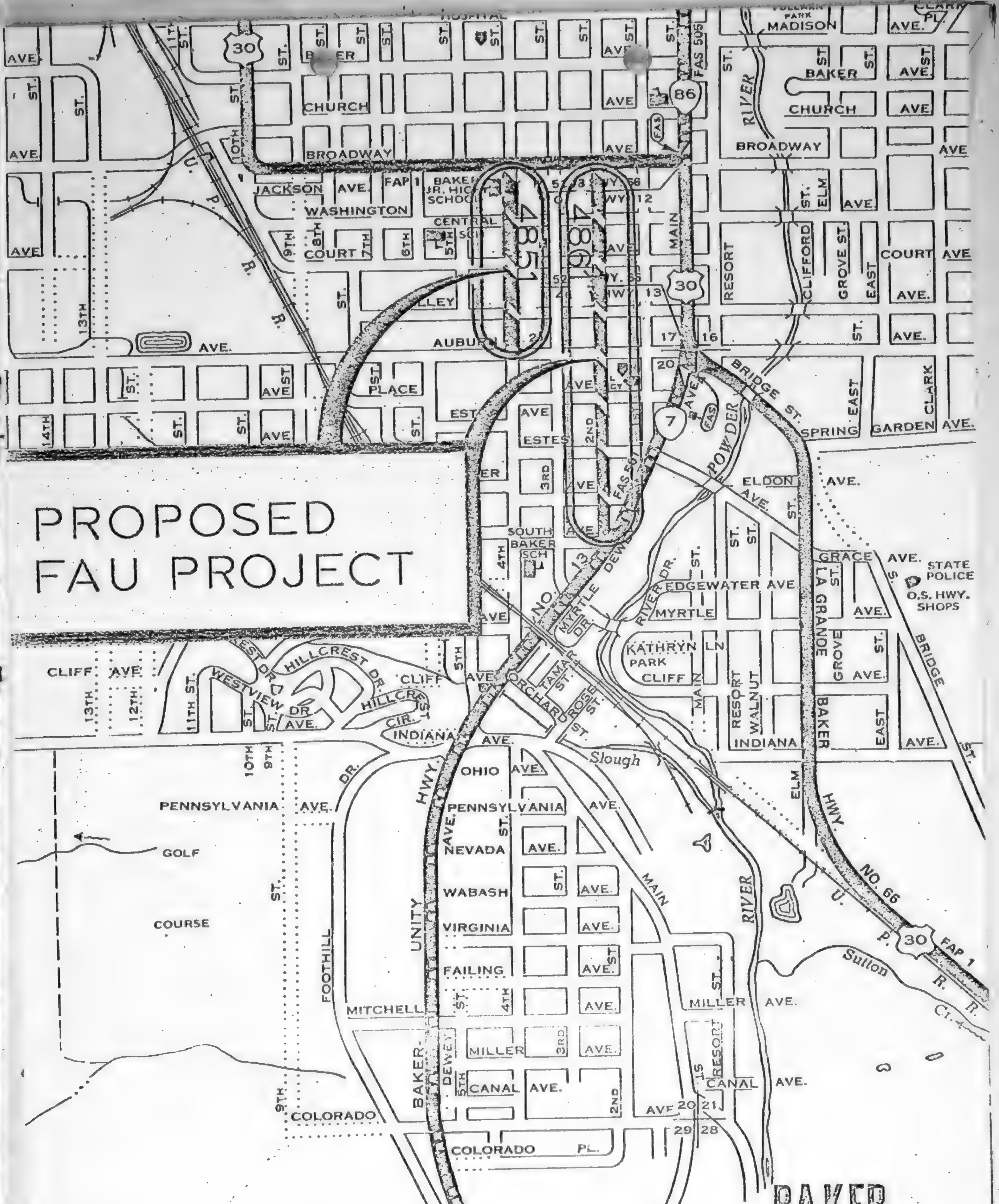
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

Additional traffic may raise noise levels, but not to a degree where it would be readily perceptible. Moving of utilities (i.e., powerlines and telephones), is not expected.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

none

Name of Preparer and Phone Number: John Preston 963-3177



PROPOSED
FAU PROJECT

BAKER

485
486
30
86
7
FAS 505
FAS 56
FAS
FAP 1
HWY. 56
HWY. 12
HWY. 13
HWY. 55
HOSPITAL
PULLMAN PARK
MADISON
CLARK PL.
BAKER
CHURCH
BROADWAY
JACKSON AVE.
WASHINGTON
COURT
VALLEY
AUBURN
PLACE
ESTES
BAKER JR. HIGH SCHOOL
CENTRAL SCH.
SOUTH BAKER SCH.
MAIN
RESORT
CLIFFORD
ELM
GROVE ST.
EAST
COURT AVE.
SPRING GARDEN AVE.
BRIDGE ST.
POWDER RIVER
ELDON AVE.
GRACE AVE.
STATE POLICE
O.S. HWY. SHOPS
EDGEWATER AVE.
LA GRANDE BAKER HWY. NO. 66
RIVER DR.
MYRTLE
MYRTLE DR.
KATHRYN LN
PARK
CLIFF
WALNUT
INDIANA AVE.
TAMAR ST.
ORCHARD
ROSE ST.
DEWEY
HWY. NO. 7
HILLCREST DR.
WESTVIEW DR.
HILLCREST CIR.
CLIFF AVE.
13TH
12TH
11TH ST.
10TH
9TH
8TH
7TH
6TH
5TH
4TH
3RD
2ND
1ST
14TH
U. P. R. R.
Slough
OHIO AVE.
PENNSYLVANIA AVE.
NEVADA AVE.
WABASH
VIRGINIA
FAILING
MITCHELL
MILLER AVE.
CANAL AVE.
COLORADO
COLORADO PL.
FOOTHILL DR.
UNITY HWY.
BAKER-UNITY HWY.
GOLF COURSE
Sutton Cr.
17 16
20 21
29 28
52 53

(BAK0001)

TO ARRG
2-12-81

Form 81-734-3039

9323

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Broadway Ave.-Dewey Ave.
Broadway Ave.-Auburn Ave. (City of Baker

Date Nov. 17, 1980

Highway FAU 4861, Second St./FAU 4851, Fourth St.

Authorization No. 1

County Baker

Survey Prefix 301-1967
(Assigned by Salem office)

Description of termini, route, length, etc.:

From Broadway Avenue to Dewey Avenue on Second Street and from Broadway Avenue to Auburn Avenue on Fourth Street.

Purpose of survey:

To monitor preliminary engineering work performed by City; review plans and specifications; print plans and specifications.

M-0000(32)
1-6-81

Estimate of cost:

		Estimate of Cost
Field Survey	(901)	1,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	1,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	100
Utility	(914)	250
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	50
Specifications	(921)	1,000
Environmental	(923)	100
Foundation Exploration	(926)	
Free Bridge Design	(927)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Approved by Hwy Engr 12-2-80

Total estimated cost of survey	$ 3,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

RECEIVED
C 10 1980
LOCATION SECTION

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Region Federal Aid Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

9373

STATE OF OREGON

INTEROFFICE MEMO

PRO 6

TO: D. E. Swan
Operation Programming Engineer

DATE: November 17, 1980

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Proposed Project
Broadway Ave.-Dewey Ave. Sec., FAU 4861, Second Street
Broadway Ave.-Auburn Ave. Sec., FAU 4851, Fourth Street
City of Baker

Enclosed are project requests for the above described sections of FAU 4861 and 4851 as received from the City of Baker and Baker County.

Two project requests have been submitted as Local Improvement Districts will be formed to finance a portion of the work proposed. Preliminary straw ballots have indicated approval of both projects but they wish to keep them separate in event one section should not obtain final approval. If they were together, the failure of one project would cause the failure of the other. However, for our purposes, it is felt we should write one program to cover all the work.

As in the past, the City will perform the necessary preliminary engineering, preparation of plans and draft special provisions which will be monitored by the State. The bulk of this work has been performed and it will just be a matter of review by the Monitoring Engineer.

The City is proposing to finance the bulk of the projects through unobligated FAU funds. They have contacted the Association of Oregon Counties and League of Oregon Cities and have been verbally informed of their approval. It is recommended the funds be advanced as requested in order to reduce the unobligated balance of FAU funds.

Also enclosed is Location Prospectus, Survey Authority showing estimated State costs, Force Order No. 1 for reimbursement of lime used in base stabilization and estimate of cost showing participating and nonparticipating items of the project.

The project category request is being reviewed by John Preston, Region Environmentalist. Upon completion, it will be forwarded through the appropriate channels for approval. No right-of-way is involved and the City is hopeful the project will be identified as category 3, Categorical Exclusion, which will reduce the time necessary for programming with FHWA.

Please take the necessary steps to obtain approval of the project and program with the FHWA at the earliest possible date.

RCL/vt
Enc.
cc: Jim Adamson
Joe Schlieski

Contains
Recycled
Materials
81-125-1387

"Center of Oregon's
Adventureland"

CITY OF BAKER OREGON
P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

November 4, 1980

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA NOV 10 1980 ☐
RECEIVED
REGION 5 OFFICE

Mr. Roger Lang
Region 5, Federal Aid Engineer
P.O. Box 850
LaGrande, OR 97850

Re: Federal Aid Project Requests
Fourth Street - Broadway/Auburn Section FAU 4851
Second Street - Broadway/Dewey Section FAU 4861

Dear Roger:

Please find enclosed requests for the above mentioned projects. The city realizes it will require an advance on the city's FAU funds from future years and will require repayment out of future FAU allocations which will come to the city.

The city would like to participate in the project by doing the preliminary engineering. Also we have the equipment and trained personnel to do the excavation and stabilization. This would be done at the city's expense. We would request the state to reimburse the city for the cost of the lime and to administer the rest of the project with FAU funds.

I am enclosing a summary of the estimated expenses showing who would be responsible for the costs.

The city recommends the above mentioned project be closed to through traffic during construction and for the city to furnish the required barricades, with the contractor having the responsibility for insuring the barricades are properly maintained and placed during construction. Also that the contractor be responsible for the valve boxes and manholes damaged during construction.

Please feel free to contact me if you have any questions.

Sincerely yours,

James L Adamson

James L. Adamson
Director of Public Works

JLA:clr
Enclosures

9323.

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE Nov. 17, 1980
PREFIX

1 - IDENTIFICATION

PROJECT NAME Broadway Ave- Dewey Ave Sec. & Broadway Ave.-Auburn Ave Sec.

HIGHWAY NAME FAU 4861 (Second st.) & FAU 4851 (Fourth st.)

HIGHWAY NUMBER N/A

REGION 5

ADMINISTRATIVE DISTRICT 13

COUNTY Baker

CITY Baker

LENGTH 0.74

MILEPOST NUMBER TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT City of Baker

TYPE OF FUNDS
☐ FAI ☐ FAP ☐ FAS ☐ STATE ☒ FAUS ☐ OTHER

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☒ OTHER City Forces

TYPE OF WORK
☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

From Broadway Ave. southerly to Dewey Ave. on Second St. and from Broadway Ave. southerly to Auburn Ave. on Fourth St.

Note: City will perform grading; lime stabilization of subgrade (requesting reimbursement for lime.); construct PCC Drwy's; seal pavement; and adjust/replace water mains & storm sewer.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1900

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 25

DESIGN STANDARDS

TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12'	2 -12'
SHOULDERS		
MEDIANS		
PARKING LANES	2 - 10'	2 - 10
SIDEWALKS	2 - 4' to 10'	** 2-5'-10'
BIKEWAYS		
INTERCHANGES		
OTHER:		

** Will construct as NECESSARY

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☐	☒
Illumination (By City)	☐	☐	☒
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☒
River	☐	☒	☐
Stream	☐	☒	☐
Storm Sewer (By City)	☐	☐	☒
Sanitary Sewer (By City)	☐	☐	☒
Right of Way	☐	☒	☐
Simple Acquisition N/A	☐	☐	☐
Complex Acquisition N/A	☐	☐	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MA
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment (Categorical Exclusion	☒	☐	☐	Soils Investigation (By City)	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey (By City)	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing Local Improvement Dist., By City	☒	☐	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source Commercial	☒	☐	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review If altered from City plans.	☒	☐	☐

Type Water, power, city will handle

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT–OF–WAY	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	( )	
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE July, 1981 (Region) ____ (Salem)

City anticipates completion of their work by Aug. 15, 1981

FORM 734-1730 (12-78) Page 3

- SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Lime stabilized base	11"	
Level Course, 3/4" – 0	2 1/2"	
B A.C. Commercial Mix (Immediate)	4 "	
B A.C. Commercial Mix (Future)	2 "	

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 3,450	
RIGHT OF WAY		
TRAFFIC CONTROL	1,211	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	288,104	
OTHER		
ENGINEERING & CONTINGENCIES	43,215	
PROJECT TOTAL	292,765	

Note: Recon. est. based on Quanities shown on
city plans, Suggest program amount of $300,000

SUBMITTED BY Roger C. Lang, Federal Aid Engr.

Rec'd 11-10-80
RCL

9323

FEDERAL AID PROJECT REQUES

Date November 4, 1980

Applicant Agency CITY OF BAKER

Request for: Off-System _____, FAS-C _____, FAUS X Project

Federal Aid Route No. FAU 4861 Route Name ________

Project Name Second Street - Broadway to Dewey Section

Project Length 0.50 Mi. Project Location (Attach sketch map)

Project Description The project will consist of curbs, gutters, a 2½" crushed aggregate base, a four inch asphaltic surface, placed on a 11" lime stabilize base. The city will furnish all labor and equipment necessary to excavate the street and stabilize the base, at the city's expense. The city will be reimbursed from the state for the cost of the lime.

Average Daily Traffic 1900 Design Speed 25 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 52' Broadway to Carter
40' Carter to Dewey Travel Lanes 2 Shoulders Unimproved

Medians None Parking Unimproved

Sidewalks ~~None~~ YES

Remarks Right of Way is 100 feet

2. Desired Roadway Cross Section: (Attach sketch)

Width 52' Broadway to Place
44' Place to Dewey Travel Lanes 2 Shoulders N/A

Medians NONE Parking ~~NONE~~ YES

Curbed Yes Length Curb Radii 10 feet

Sidewalk/Bikeway REPLACE AS REQUIRED

Remarks Concrete driveways to be paid for by applicant.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80 feet Minimum 80 feet Maximum 80 feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ________ No No

3. Will additional right-of-way be needed? Yes ________ No No
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ________ No ________

Remarks ________

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

State traffic signals already at 4th & Broadway. No modification should be required.

2. Proposed Signalization:

Location None

Type N/A
Phases N/A
Type of Suspension N/A
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? No additional signing will be required, will be adjusted as required by applicant.

4. Permanent Striping:

Include in project or by applicant?
None Required

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2500 Watt Incandescent located at intersections

2. Proposed Illumination:

Location Intersections
Type 150 Watt High Pressure Sodium

Remarks To be furnished by owner

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type N/A
Approach Roadway Width N/A Shoulder Width N/A
Length N/A Width
To remain in place? n?A

2. Proposed Structure:

Location None

Approximate Size: Length N/A Width N/A

Are sidewalk/bikeways desired: N/A

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? N/A

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad N/A
   Existing Crossing Protection N/A

2. Will existing railroad crossing be altered? N/A

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	City Manager Office
2.	Environmental	City Manager Office
3.	Public Hearing	City Manager Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State ____ Consultant ____

2. Project construction engineering to be performed by:

Applicant_________ State X Consultant_________

3. Will applicant perform any work prior to or after award of contract?

Yes X No_________

If "yes," describe briefly: The city will adjust and/or replace city owned utilities as required, lime stabilized base and construct driveways as shown on typical section.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 223,365.00
Right-of-way costs (if participating)	None
Traffic control	750.00
Illumination	
Structures	None
Railroad	None
Other	
Preliminary engineering (STATE)	4,000.00
PROJECT TOTAL	$ 228,115.00

Remarks______________________________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF BAKER and/or BAKER COUNTY

By MAYOR

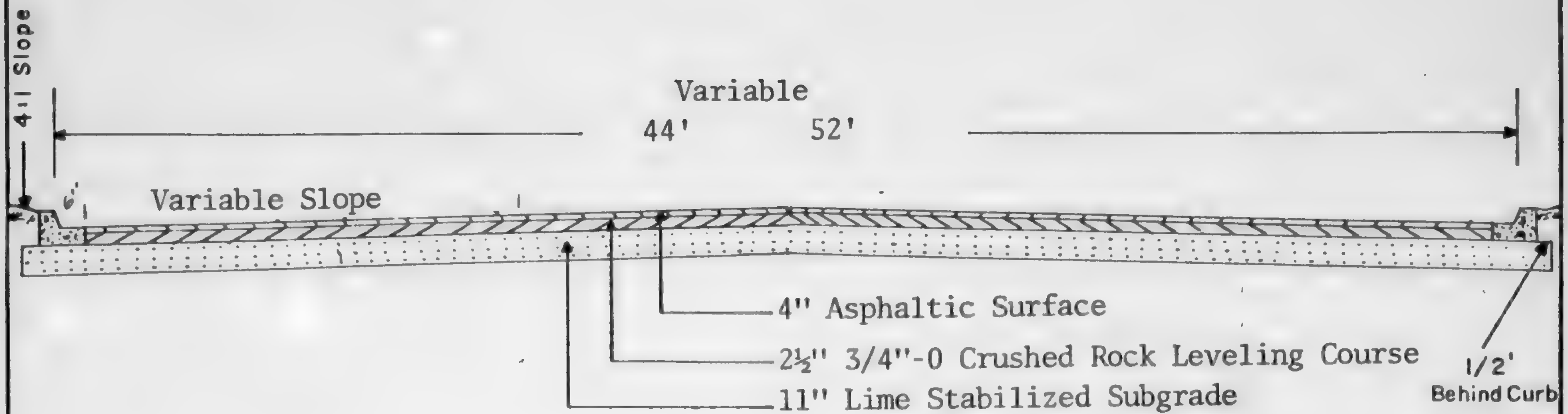
By____________________

By COUNTY JUDGE

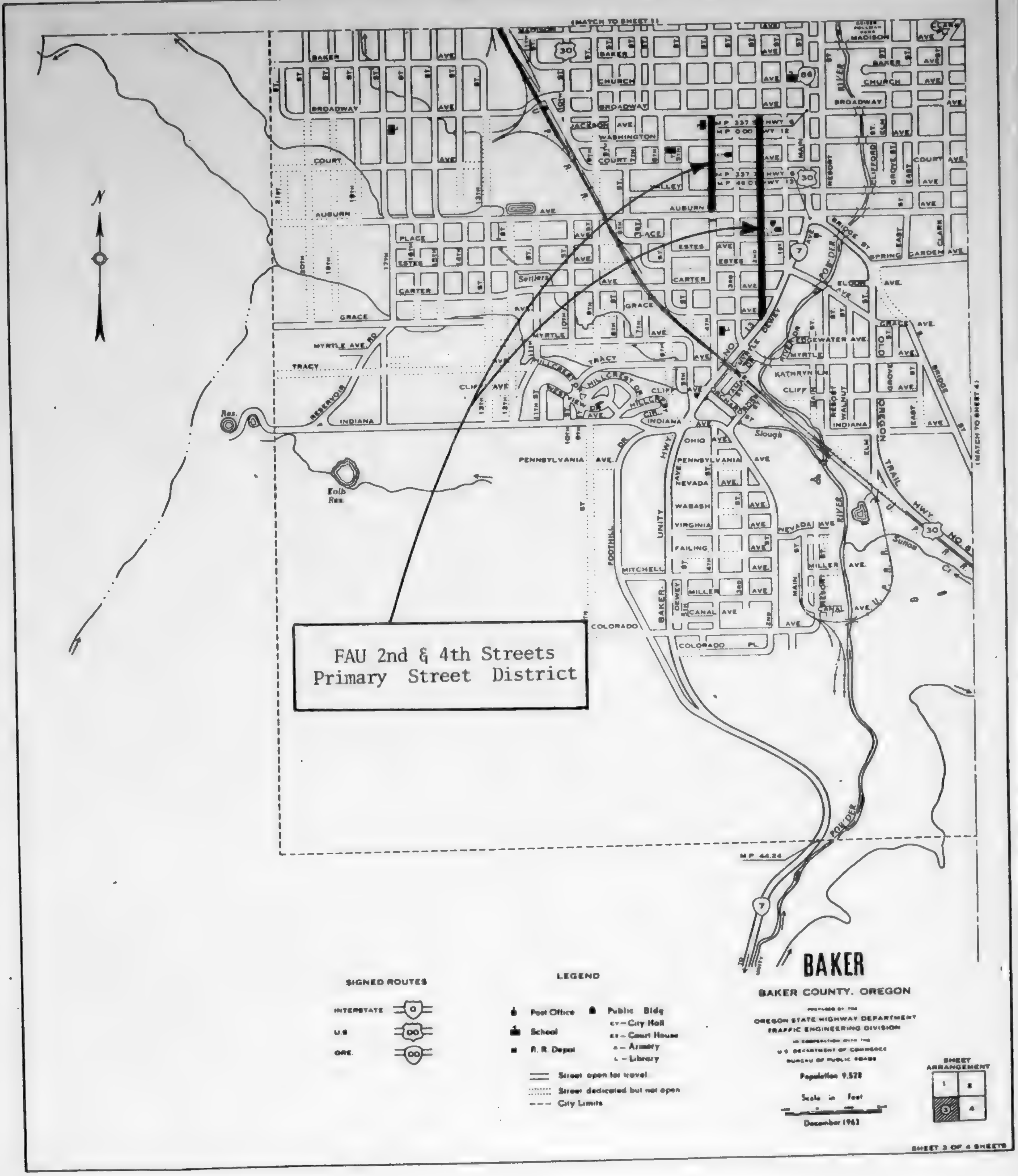
By____________________

By Stewart Sullivan

(1976)

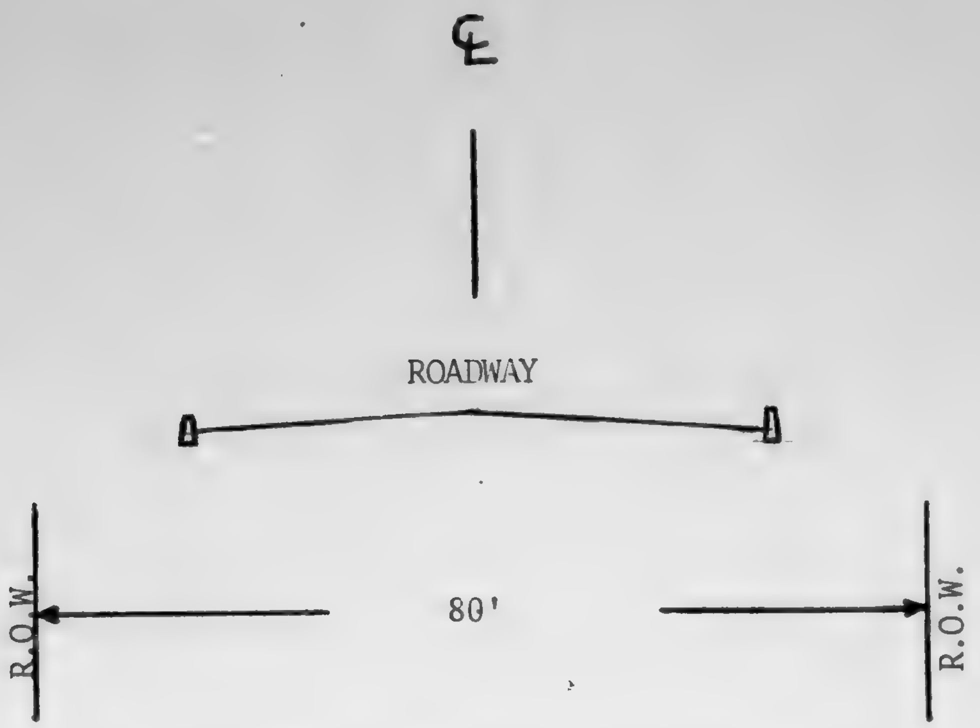

4:1 Slope
Variable
44'
52'
6"
Variable Slope
4" Asphaltic Surface
2½" 3/4"-0 Crushed Rock Leveling Course
11" Lime Stabilized Subgrade
1/2'
Behind Curb

CITY OF BAKER				ENGINEERING DEPARTMENT
DN:	J. W.	DATE:	Mar., 1977	STANDARD ARTERIAL STREET
CKD:	D. S.	SCALE:	NONE	

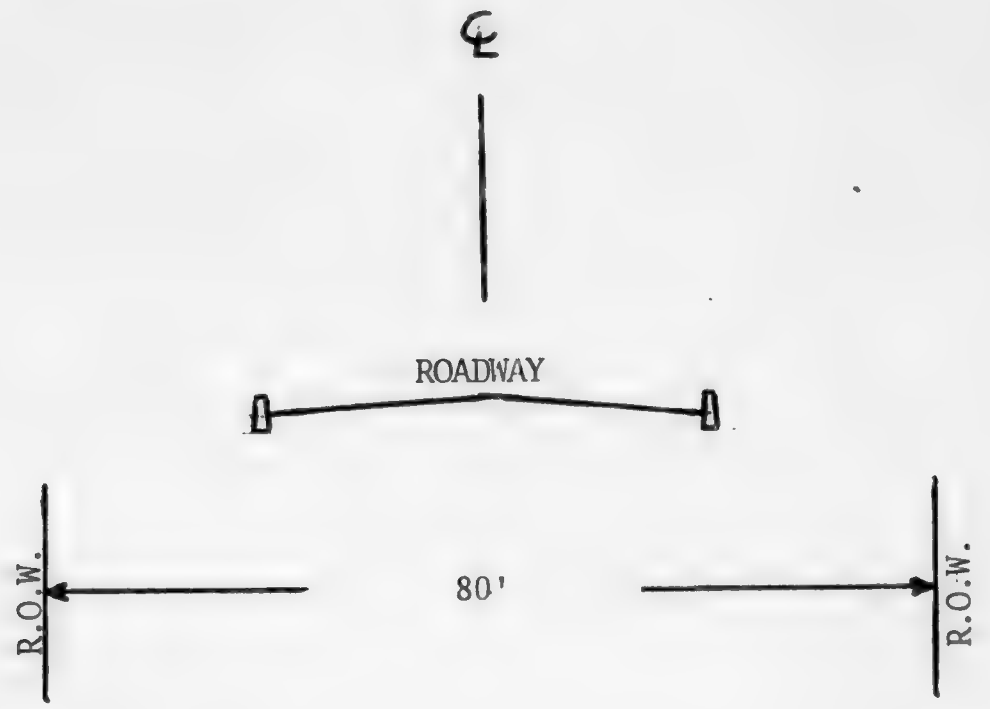


FAU 2nd & 4th Streets
Primary Street District

BAKER
BAKER COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 9,528
Scale in Feet
December 1963
SHEET ARRANGEMENT
1
2
3
4
SHEET 3 OF 4 SHEETS
SIGNED ROUTES
INTERSTATE
U.S
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits
N
(MATCH TO SHEET 1)
(MATCH TO SHEET 4)
MADISON
BAKER
CHURCH
BROADWAY
JACKSON AVE
WASHINGTON
COURT
VALLEY
AUBURN
PLACE
ESTES
CARTER
GRACE
MYRTLE
TRACY
CLIFF
INDIANA
PENNSYLVANIA AVE
OHIO
NEVADA
WABASH
VIRGINIA
FAILING
MITCHELL
MILLER
CANAL
COLORADO
COLORADO PL.
HILLCREST DR
RESERVOIR
Settlers
Slough
Res.
Kolb Res.
UNITY HWY.
FOOTHILL
DEWEY
MAIN
RESORT
POWDER RIVER
BRIDGE ST
SPRING
GARDEN AVE
CLARK
EAST
ELM
KATHRYN LN
WALNUT
EDGEWATER AVE.
GROVE
OREGON TRAIL HWY NO 6
U.P.R.R.
Sutton Cr.
M P 337.5 HWY 6
M P 0.00 HWY 12
M P 48.0 HWY 13
M P 44.24
30
7
86
TO UNITY


℄
ROADWAY
R.O.W.
80'
R.O.W.

52' Failing Macadam Surface and Base with Curb
Broadway to Carter


℄
ROADWAY
R.O.W.
80'
R.O.W.

40' Failing Macadam Surface and Base with Curb
Carter to Dewey

EXISTING TYPICALS
2nd STREET

Reconnaissance Cost Estimate

	FAU 4861, 2nd St.		FAU 4851, 4th St.	
	City	FAU	City	FAU
Excavation	$16,742		$8,064	
Quick Lime		$26,332		11,832
Sub-Grade Stabil.	15,356		7,392	
Level Course (3/4"-0)		14,105		6,356
Curb and Gutter		24,783		13,481
Curb Backfill		7,678		3,696
"B" Comm. A.C.		108,000		48,224
Pavement Seal	4,433		1,979	
PCC Sidewalks		16,823		5,834
PCC Drawings	6,149		5,155	
Signs		640		320
Engineering	6,404	29,754	3,388	13,461
	$49,084	$228,115	$25,978	$103,204

100% City Costs

2nd. St.	$49,084
4th St.	25,978
TOTAL	$75,062*
FAU Match	$19,879
Total City cost	$94,941

*Does not include cost of adjusting/replacing water mains and storm sewers.

FAU Funds

$228,115	
103,204	
331,319	
- 19,879	~~City~~ Share (state)
- 19,879	City Share
$291,561	FAU Funds* ([illegible]

*suggest programming $300,000 project to allow for price increase or underestimate

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Broadway Ave.-Dewey Ave. Broadway Ave.-Auburn Ave. (City of Baker

Highway FAU 4861, Second St./FAU 4851, Fourth St.

County Baker

Date Nov. 17, 1980

Authorization No. 1

Survey Prefix
(Assigned by Salem office)

Description of termini, route, length, etc.:

From Broadway Avenue to Dewey Avenue on Second Street and from Broadway Avenue to Auburn Avenue on Fourth Street.

Purpose of survey:

To monitor preliminary engineering work performed by City; review plans and specifications; print plans and specifications.

Estimate of cost:

		Estimate of Cost
Field Survey	(901)	1,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	1,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	100
Utility	(914)	250
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	1,000
Environmental	(923)	100
Foundation Exploration	(926)	
Free Bridge Design	(927)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

Roger C. Lang

Region Federal Aid Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

RDER FOR FORCE WOR

ORDER No. ____________

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY City of Baker CONTRACT No. ____________
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Broadway Ave.-Dewey Ave. Sec./Broadway Ave.-Auburn Ave. Sec. DATE Nov. 17, 1980

HIGHWAY FAU 4861 (2nd St.), FAU 4851 (4th St.) FAP No. ____________

COUNTY Baker PREFIX ____________ FUNCTION ____________

DESCRIPTION OF WORK TO BE DONE:

Furnish hydrated lime for stabilization of subgrade to depth of 11 inches.

LOCATION BY STATION NUMBERS:

From Broadway Ave. to Dewey Ave. (Second St.)
From Broadway Ave. to Auburn Ave. (Fourth St.)

ESTIMATE OF QUANTITIES & COSTS:

329 Tons @ $116 $38,164

EXPLANATION: City requests reimbursement for cost of materials necessary for lime stabilization of subgrade. The City has adequately experienced staff and equipment to perform stabilization of subgrade. The City is requesting reimbursement for materials only. Work will be monitored by State. It is felt this is in the public interest because of the large amount of stabilization work performed by the City.

Prepare a separate order for each type of force work. Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

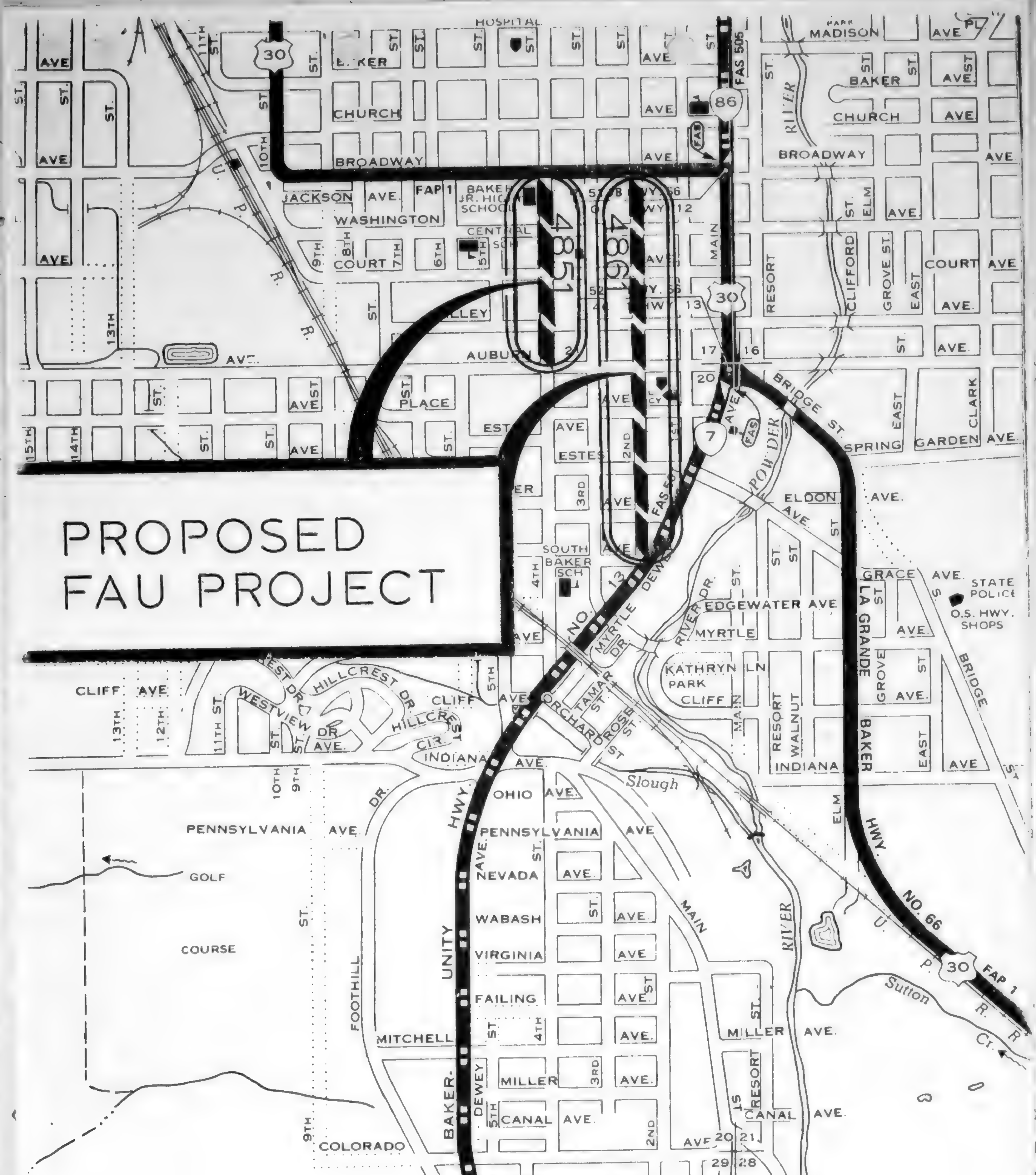
CONTRACT PROJECTS ONLY:

Project Authorization . . . . $ ____________
Present estimate of costs including work under this Force Order . . . . $ ____________
Estimated Overrun Underrun Amount . . . . . $ ____________
Estimated Overrun Underrun Percent ____________

SUBMITTED BY: James L. Adamson
TITLE: Director of Public Works
APPROVAL RECOMMENDED: Roger C. Lang
TITLE: Region Federal Aid Engineer
APPROVAL RECOMMENDED: ____________
TITLE: ____________

APPROVAL RECOMMENDED: ____________ Region Engineer
APPROVED: ____________ Construction or Traffic Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRA


PROPOSED
FAU PROJECT
BAKER
BAKER COUNTY OREGON
30
86
FAS 505
FAP 1
4851
4861
7
30
FAP 1
HOSPITAL
MADISON AVE.
BAKER
CHURCH
BROADWAY
JACKSON AVE.
WASHINGTON
COURT
AUBURN
PLACE
ESTES
BAKER JR. HIGH SCHOOL
CENTRAL SCH.
SOUTH BAKER SCH.
U. P. R. R.
MAIN
RESORT
CLIFFORD
GROVE ST.
EAST
ELM
BRIDGE ST.
SPRING GARDEN AVE.
CLARK
POWDER RIVER
ELDON AVE.
GRACE AVE.
STATE POLICE
O.S. HWY. SHOPS
EDGEWATER AVE
MYRTLE
KATHRYN LN.
PARK
CLIFF
LA GRANDE BAKER HWY. NO. 66
DEWEY
MYRTLE DR.
RIVER DR.
TAMARACK ST.
ORCHARD ST.
ROSE ST.
HILLCREST DR.
WESTVIEW DR.
HILLCREST CIR.
CLIFF AVE.
INDIANA AVE.
WALNUT
Slough
OHIO AVE.
PENNSYLVANIA AVE.
NEVADA AVE.
WABASH AVE.
VIRGINIA AVE.
FAILING AVE.
MITCHELL
MILLER AVE.
CANAL AVE.
COLORADO
COLORADO PL.
BAKER-UNITY HWY.
FOOTHILL DR.
GOLF COURSE
RIVER
Sutton Cr.

Rec'd 11-10-80
RCL

9323

FEDERAL AID PROJECT REQUEST

Date November 4, 1980

Applicant Agency City of Baker
Request for: Off-System ____, FAS-C ____, FAUS X Project
Federal Aid Route No. FAU 4851 Route Name
Project Name Fourth Street - Broadway to Auburn Avenue

Project Length 0.24 Mile Project Location (Attach sketch map)
Project Description The project will consist of curbs and gutters, a 2½" crushed aggregate base, a four inch asphaltic surface, placed on a 11" lime stabilized base. The city will furnish all labor and equipment necessary to excavate the street and stabilize the base, at the city's expense. The city will be reimbursed from the state for the cost of the lime.
Average Daily Traffic 2900 Design Speed 25 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 50 ft. Travel Lanes 2 Shoulders Unimproved
Medians None Parking Unimproved
Sidewalks ~~None~~ YES
Remarks Right of Way is 100 Feet

2. Desired Roadway Cross Section: (Attach sketch)

Width 50' Broadway to Washington
44' Washington to Auburn Travel Lanes two (2) 12 ft. Shoulders N/A
Medians NONE Parking ~~None~~ PARTIAL
Curbed Yes Length Curb Radii 10 feet
Sidewalk/Bikeway REPLACE AS REQUIRED
Remarks Concrete driveways to be paid for by applicant.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 100 feet Minimum 100 feet Maximum 100 feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No No

3. Will additional right-of-way be needed? Yes ____ No No
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

State traffic signals already at 4th & Broadway
No modification should be required

2. **Proposed Signalization:**

Location None

Type N/A

Phases N/A

Type of Suspension N/A

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? No additional signing will be required, will be adjusted as required by applicant

4. **Permanent Striping:**

Include in project or by applicant?

None Required

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

2500 Watt Incandescent located at intersections

2. **Proposed Illumination:**

Location Intersections

Type 150 Watt High Pressure Sodium

Remarks To be furnished by owner

V. STRUCTURE DATA

1. **Existing Structure:**

Location None

Type N/A

Approach Roadway Width N/A Shoulder Width N/A

Length N/A Width

To remain in place? N/A

2. **Proposed Structure:**

Location None

Approximate Size: Length N/A Width N/A

Are sidewalk/bikeways desired: N/A

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? N/A

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad N/A
   Existing Crossing Protection N/A

2. Will existing railroad crossing be altered? N/A

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	City Manager Office
2.	Environmental	City Manager Office
3.	Public Hearing	City Manager Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State ____ Consultant ____.

2. Project construction engineering to be performed by:

Applicant_______ State X Consultant_______

3. Will applicant perform any work prior to or after award of contract?

Yes X No_______

If "yes," describe briefly: The city will adjust and/or replace city owned utilities as required, lime stabilized base and construct driveways as shown on typical section.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 99,743.00
Right-of-way costs (if participating)	None
Traffic control	461.00
Illumination	Furnished by City
Structures	None
Railroad	None
Other	
Preliminary engineering (STATE)	3,000.00
PROJECT TOTAL	$ 103,204.00

Remarks_______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Baker and/or Baker COUNTY

By_______ MAYOR

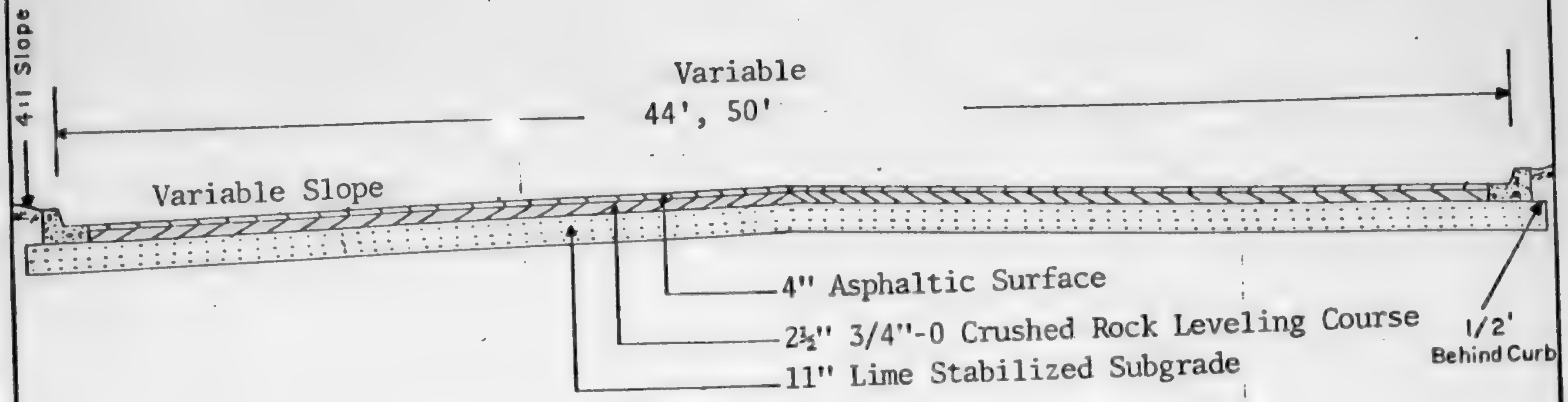
By_______

By Dennis L Fuller COUNTY JUDGE

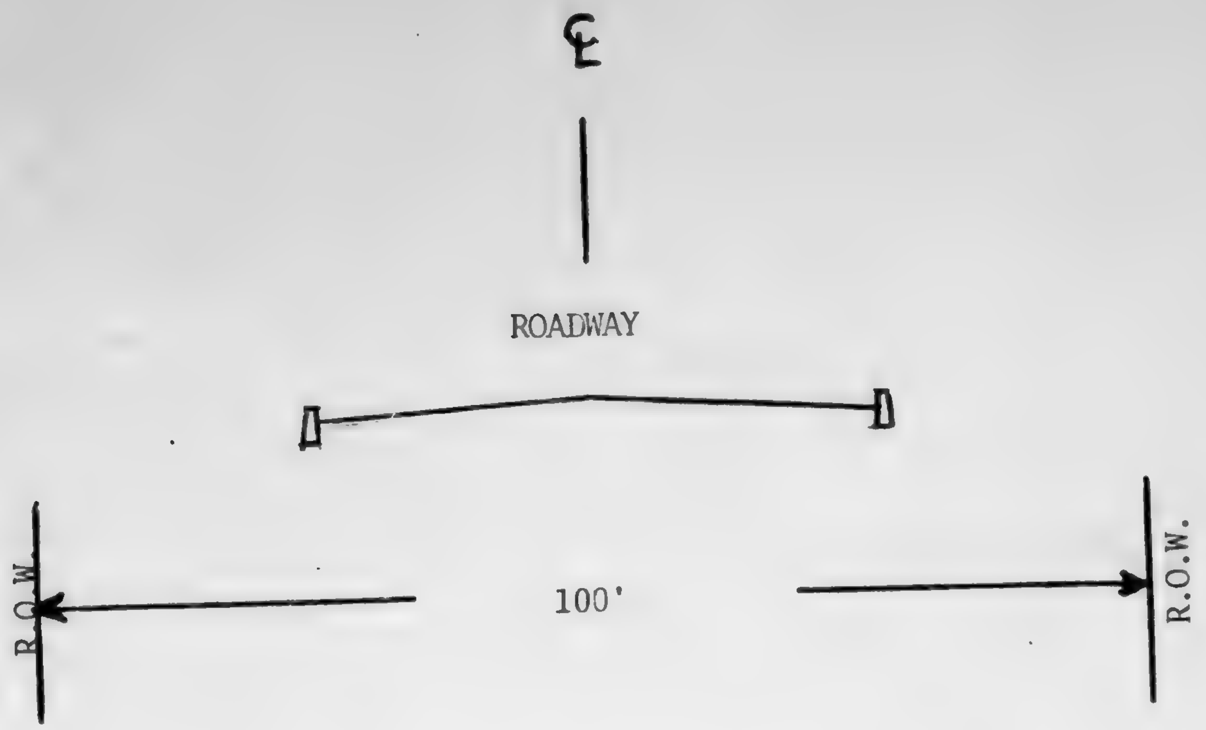
By_______

By Stewart Sullivan

(1976)


4:1 Slope
Variable
44', 50'
Variable Slope
4" Asphaltic Surface
2½" 3/4"-0 Crushed Rock Leveling Course
11" Lime Stabilized Subgrade
1/2'
Behind Curb

CITY OF BAKER	ENGINEERING DEPARTMENT
DN: J. W. DATE: Mar., 1977 CKD: D. S. SCALE: NONE	STANDARD ARTERIAL STREET

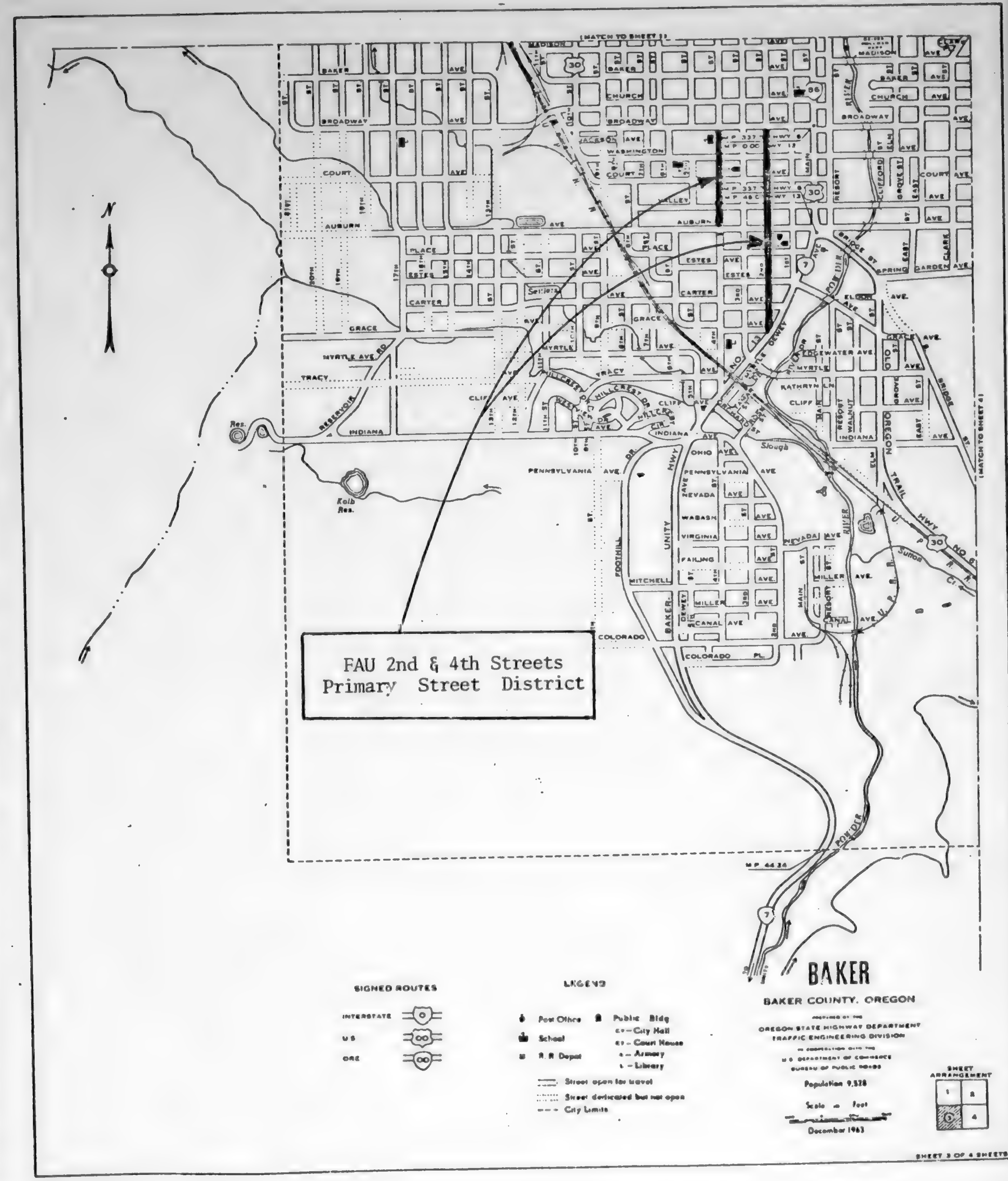

℄
ROADWAY
R.O.W.
100'
R.O.W.

50' Failing Macadam Surface and Base with Curb

BROADWAY to AUBURN

EXISTING TYPICAL

4th STREET


FAU 2nd & 4th Streets
Primary Street District
(MATCH TO SHEET 1)
(MATCH TO SHEET 4)
N
MADISON
BAKER
CHURCH
BROADWAY
JACKSON AVE
WASHINGTON
COURT
VALLEY
AUBURN
PLACE
ESTES
CARTER
GRACE
MYRTLE AVE RD
TRACY
CLIFF AVE
RESERVOIR
INDIANA
HILLCREST DR
OHIO
PENNSYLVANIA AVE
NEVADA
WABASH
VIRGINIA
FAILING
MITCHELL
MILLER
CANAL AVE
COLORADO
COLORADO PL
FOOTHILL
UNITY
DEWEY
RESORT
WALNUT
OREGON TRAIL
SPRING GARDEN AVE
BRIDGE ST
EDGEWATER AVE
KATHRYN LN
ELM
GROVE
CLARK
EAST
POWDER RIVER
Slough
Sutton Cr
U P R R
HWY NO 6
HWY NO 12
M P 337 HWY 6
M P 0.00 HWY 12
M P 337 HWY 6
M P 46 HWY 12
M P 44.34
30
86
7
Res.
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U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 9,528
Scale – Feet
December 1963
SHEET ARRANGEMENT
1
2
3
4
SHEET 3 OF 4 SHEETS

9323

Draft
Review by
Preston

OREGON STATE HIGHWAY DIVISIO
PROJECT ASSESSMENT
(Or Request)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 4, 1980

Section Second St. Broadway/Dewey Section

Unit (if appl)

County Baker

City Baker

Highway 4861

State Hwy. No.

Termini: M.P.(if appl)

Length 0.5 Mile

Region 5

Construction Estimate $228,115.00
Program Amount

B. Purpose of Project:

To curb and pave Second Street so it may be effectively utilized as an arterial.

C. Origin & History of Project:

Second Street is the No. 1 Priority on the FAU Priority List established by the City of Baker and Baker County.

D. General Description of Project:

The project will consist of curbs and gutters, a 2½" crushed aggregate base, a four inch asphaltic surface, placed on a 11" lime stabilized base.

The city will furnish all labor and equipment necessary to excavate the street and stabilize the base, at the city's expense. The city will be reimbursed from the state for the cost of the lime.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 4 ; Parking ______

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. N/A ; Parking 0

Traffic: Existing Facility: Existing ADT 2900 est. ; Projected ADT 3100 ; Yr. 2000

Existing Level of Service ______

Proposed Facility: Projected ADT 3400 ; Yr. 2000

Projected Level of Service ______

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels N/A

Acres N/A; Type of Relocation Req. N/A; No. N/A

Materials Source, Borrow, Waste Disposal Requirements, if any:

Required materials to be obtained from existing sources or commercial suppliers.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

Top priority as established by Baker City Council & County Court

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

The general traffic plan for the City of Baker was formulated after consideration of a number of options. The present FAU system and boundary was established in compliance with the 1973 Highway Act. The improvements of Second Street is a part of that plan.

Other Descriptive Information or Comments:

Second Street is an important arterial because it is utilized as a downtown bypass connecting Highway #30 and Highway #7.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is located in a predominantly residential area of Baker (population 9447). The neighborhood is built on the relatively level Powder River flood plain at an elevation of about 3440 feet msl. The climate of Baker is semi-arid; average annual precipitation is 8.67 inches, most of which occurs during the winter months. The average snowfall is about 35 inches. The nearby sage and bunchgrass covered hill promote rapid run-off of water originating from snow melt or summer thunder showers. Vegetation is representative of many neighborhoods, i.e. a variety of shrubs and occasional cottonwood trees. The residential setting of the project area precludes significant detrimental impacts on the natural environment.

2. Cultural:

Second Street is principally composed of middle income housing and commercial business. The existing streets were constructed in 1913 and is in need of replacement. The air quality should not be effected. Utilities will be adjusted or replaced as required by the owner. The attractiveness and safety of the area will be enhanced by the project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No new right-of-way required.

2. Estimated Impact on Traffic Patterns:

Completed project may generate some additional traffic, but will not amount to any significant consequence since ADT for 2000 is projected for 3400 ADT.

Consequences--Air Quality, Noise, Safety, etc.:

Additional traffic would raise noise levels. However, noise increases would not likely be perceptible. The paving of the street would improve safety.

3. Estimated Impact on Land Use:

No significant changes.

Consequences:

N/A

4. Expected Impact on Natural Ecological Resources:

No significant adverse effects have been identified.

Consequences:

N/A

5. Expected Impact on Cultural and Scenic Resources:

Additional traffic may raise noise levels, but not to a degree where it would be readily perceptible. Some moving of utilities--i.e., powerlines and telephones--may be necessary.

Consequences:

No serious consequences.

6. Preliminary Identification of Areas of Critical Concern:

None Identified.

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N/A

b. Noise Standards

Some temporary noise increase during the construction period. Residential setting presents numberous receptors adjacent to the project area. A noise study will not be required.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

Project is part of area transportation plan.

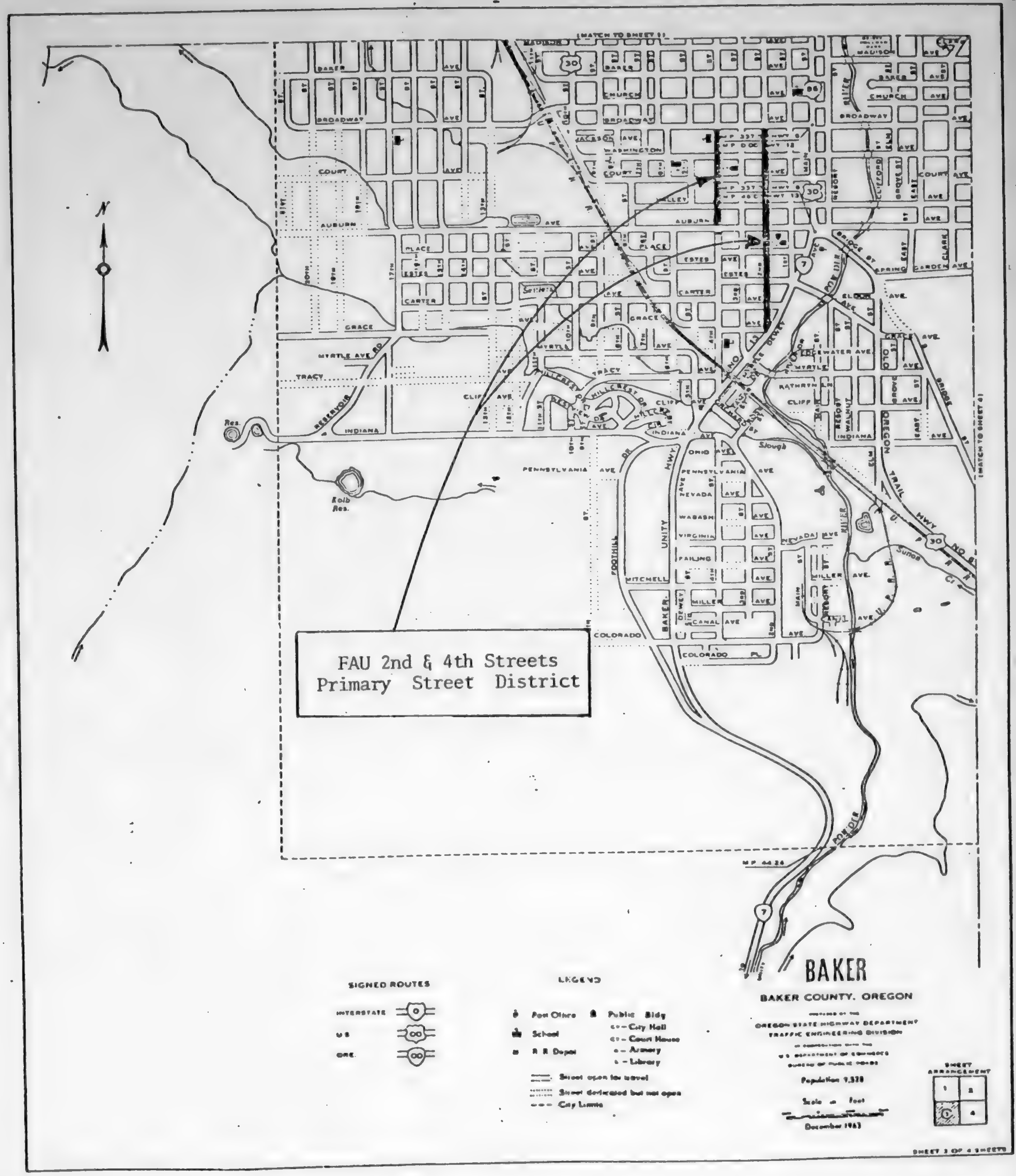
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

No impacts on natural environment and minimal adverse impacts on the human environment -- temporary noise increase, utility adjustments and some potential long term traffic increases. No aditional right-of-way will be required.

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


FAU 2nd & 4th Streets
Primary Street District

(MATCH TO SHEET 1)
(MATCH TO SHEET 4)
N
MADISON
BAKER
CHURCH
BROADWAY
JACKSON AVE
WASHINGTON
COURT AVE
VALLEY
AUBURN AVE
PLACE
ESTES
CARTER
GRACE
MYRTLE AVE RD
TRACY
CLIFF AVE
RESERVOIR
INDIANA
HILLCREST DR
PENNSYLVANIA AVE
OHIO
NEVADA
WABASH
VIRGINIA
FAILING
MITCHELL
MILLER
CANAL AVE
COLORADO
COLORADO PL
UNITY
FOOTHILL
DEWEY
BAKER
MAIN
RESORT
WALNUT
GROVE
OREGON TRAIL
CLARK
SPRING GARDEN AVE
BRIDGE ST
POWDER RIVER
ELM
CLIFFORD
ELLEN AVE
EDGEWATER AVE
RATHBUN
HWY NO 86
Slough
Sutton Cr
Res.
Kolb Res.
M.P. 44.24
30
7
86
SIGNED ROUTES
INTERSTATE
U S
ORE.
LEGEND
Post Office
Public Bldg
City Hall
Court House
Armory
Library
School
R R Depot
Street open for travel
Street dedicated but not open
City Limits
BAKER
BAKER COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 9,328
Scale = Feet
December 1963
SHEET ARRANGEMENT
1
2
3
4
SHEET 3 OF 4 SHEETS

9323

Draft
Revised by
Preston

OREGON STATE HIGHWAY DIVISI
PROJECT ASSESSMENT
(Or Request)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 4, 1980

Section Fourth St.-Broadway to Auburn Section

Unit (if appl)

County Baker

City Baker

Highway FAU 4851

State Hwy. No.

Termini: M.P.(if appl)

Length 0.24 Mile

Region 5

Construction Estimate $103,204.00
Program Amount

B. Purpose of Project:

To curb and pave Fourth Street so it may be effectively utilized as arterials.

C. Origin & History of Project:

Fourth Street is the number 2 priority on the FAU Priority List established by the City and County of Baker.

D. General Description of Project: The project will consist of curbs and gutters, a 2½" curshed aggregate base, a four inch asphaltic surface, placed on a 11" lime stabilized base.

The city will furnish all labor and equipment necessary to excavate the street and stabilize the base, at the city's expense. The city will be reimbursed from the state for the cost of the lime.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 4 ; Parking ____

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. N/A ; Parking 0

Traffic: Existing Facility: Existing ADT 1900 ; Projected ADT 2200 ; Yr. 2000

Existing Level of Service Residential

Proposed Facility: Projected ADT 2200 ; Yr. 2000

Projected Level of Service Residential

Right of Way: Additional anticipated NO (Yes, No); if yes, give approx. No. Parcels N/A

Acres N/A; Type of Relocation Req. N/A; No. N/A

Materials Source, Borrow, Waste Disposal Requirements, if any:

Required materials to be obtained from existing sources or commercial suppliers.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

No. 2 priority as established by Baker City Council and Baker County Court.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

The general traffic plan for the City of Baker was formulated after consideration of a number of options. The present FAU system and boundary was established in compliance with the 1973 Highway Act. The improvements of Fourth Street is a part of that plan.

Other Descriptive Information or Comments:

By paving this portion of Fourth Street, it will better serve schools, county offices and residents of the area.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is located in a predominantly residential area of Baker (population 9447). The neighborhood is built on the relatively level Powder River flood plain at an elevation of about 3440 feet msl. The climate of Baker is semi-arid; average annual precipitation is 8.67 inches, most of which occurs during the winter months. The average snowfall is about 35 inches. The nearby sage and bunchgrass covered hills promote rapid run-off of water originating from snow melt or summer thunder showers. Vegetation is representative of many neighborhooods, i.e. a variety of shrubs and occasional cottonwood trees. The residential setting of the project area precludes significant deterimental impacts on the natural environment.

2. Cultural:

Fourth Street is principally composed of middle income housing, the Court House, two schools and a church. The existing street was constructed in 1915 and needs replacement. Utility adjustments will be minimal. Air quality will not be affected by the proposed project. The attractiveness and safety of the area will be enhanced by the project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No new right-of-way required.

2. Estimated Impact on Traffic Patterns:

Completed project may generate some additional traffic, but will not amount to any significant consequence since ADT 2000 is projected for 2200 ADT.

Consequences--Air Quality, Noise, Safety, etc.:

Additional traffic would raise noise levels. However, noise increases would not likely be perceptible. The paving of the streets would improve safety.

3. Estimated Impact on Land Use:

No significant changes.

Consequences:

N/A

4. Expected Impact on Natural Ecological Resources:

No significant adverse effects have been identified.

Consequences:

N/A

5. Expected Impact on Cultural and Scenic Resources:

Additional traffic may raise noise levels, but not to a degree where it would be readily perceptible. Moving of utilities--i.e., powerlines and telephones is not expected.

Consequences:

No serious consequences.

6. Preliminary Identification of Areas of Critical Concern:

None Identified.

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N/A

b. Noise Standards

Some temporary noise increase during the construction period. Residential setting presents numbers receptors adjacent to the project area. A noise study will not be required.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

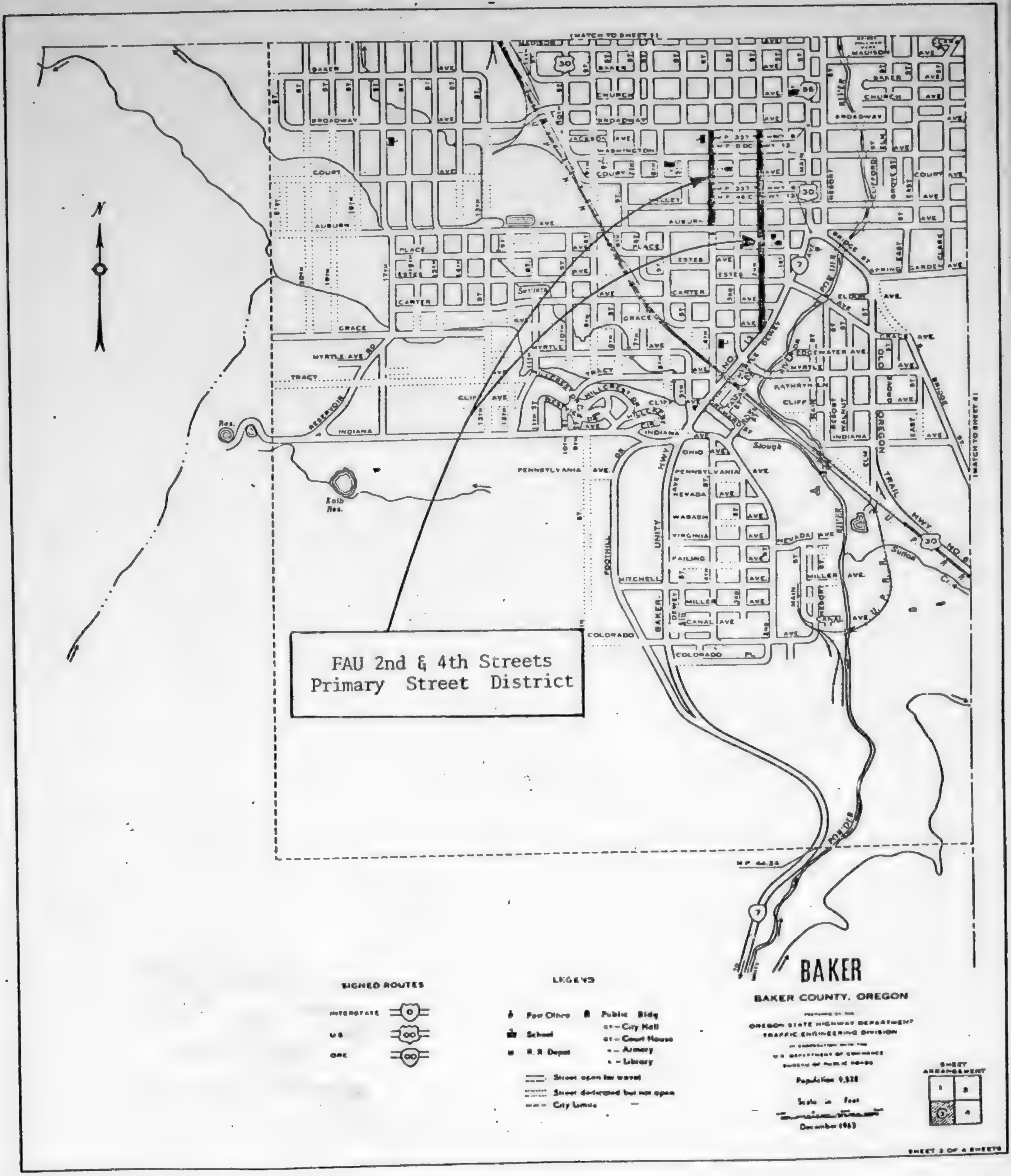
Project is part of area transportation plan.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	x ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 x 3 ____ 4



FAU 2nd & 4th Streets
Primary Street District

BAKER

BAKER COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 9,328

Scale in Feet

December 1963

SHEET 3 OF 4 SHEETS

(MATCH TO SHEET 1)
(MATCH TO SHEET 4)
N
MADISON
BAKER
CHURCH
BROADWAY
JACKSON AVE
WASHINGTON
COURT
VALLEY
AUBURN
PLACE
ESTES
CARTER
GRACE
MYRTLE AVE
TRACT
CLIFF AVE
RESERVOIR
INDIANA
PENNSYLVANIA AVE
OHIO AVE
NEVADA
WABASH
VIRGINIA
FAILING
MITCHELL
MILLER
CANAL
COLORADO
COLORADO PL.
FOOTHILL
UNITY
HILLCREST DR
EDGEWATER AVE.
KATHRYN
ELM
OREGON
RESORT
WALNUT
CLIFFORD
GROVE
EAST
CLARK
SPRING
GARDEN
BRIDGE ST
RIVER
POWDER
Slough
Res.
Kolb Res.
OREGON TRAIL
U.P. R.R.
HWY NO 6
30
7
86
MP 46.24
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
Public Bldg
CH – City Hall
CT – Court House
A – Armory
L – Library
School
R. R. Depot
Street open for travel
Street dedicated but not open
City Limits
SHEET ARRANGEMENT
1
2
3
4

9323

Noel

9323

"Center of Oregon's
Adventureland"

CITY OF BAKER OREGON

P.O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

October 10, 1980

Mr. Stephen C. Bauer
Executive Director
League of Oregon Cities
P.O. Box 928
Salem, Oregon 97308

Re: Advancement on Allocated FAU Funds for the City of Baker

Dear Mr. Bauer:

The City of Baker intends to request an advancement on our FAU allocations for the construction of Second and Fourth Streets. The estimated FAU funds needed are $318,978.75.

It is my understanding the Association of Oregon Counties, the League of Oregon Cities, and the Oregon Transportation Department have made rules governing the disbursement of federal funds, which allows the advancement of funds for up to five years against future allocations of the governmental unit. Since this would require an advancement of approximately eight years of Baker's allocation it would be necessary to grant a variance to this rule in order to allow the project to be constructed. The city requests that this variance be granted for the following reasons:

1. These streets are in a deteriorated condition and must carry heavy traffic.

2. There is strong public support of the proposed improvements.

3. There are not enough local funds to construct the project.

4. The project is No. 1 on Baker's FAU priority list.

5. The project is designed and ready for construction.

6. There is a large amount of Oregon's FAU funds which are not obligated.

Your favorable consideration of this request and support of the variance to the rules will be greatly appreciated by the people of Baker.

If you have any further questions or if I can be of any other assistance please feel free to contact me at 523-4437.

Sincerely yours,

George Gwilliam

George W. Gwilliam
Mayor

GWG:kjw

Enclosure

of

QUANTITIES AND COST
FAU 2nd & 4th STREETS
STREET IMPROVEMENT DISTRICT

Excavation	4,066	L.Ft.	@ $ 6.00	=	$ 24,396.00
Quick Lime	330	Ton	@ $ 116.00	=	$ 38,280.00
Stabilization	4,156	L.Ft.	@ $ 5.50	=	$ 22,858.00
Curb and Gutter	6,785	L.Ft.	@ $ 5.70	=	$ 38,674.50
Backfill	4,156	L.Ft.	@ $ 2.75	=	$ 11,429.00
1" -0 Leveling Course	2,935	Ton	@ $ 7.00	=	$ 20,545.00
Asphaltic Concrete Surface	4,895	Ton	@ $ 32.00	=	$ 156,640.00
Seal	21,435	Sq.Yd.	@ $ 0.30	=	$ 6,430.50
Sidewalks	6,630	Sq.Ft.	@ $ 3.40	=	$ 22,542.00
Driveways	3,140	Sq.Ft.	@ $ 3.60	=	$ 11,304.00
Stop Signs Removed & Replaced	24	Ea.	@ $ 40.00	=	$ 960.00
Engineering			@ 15%	=	$ 53,108.85
		SUB TOTAL		- - - - -	$ 407,167.85

Property Footage = 6,034.75 L.Ft.

City &
FAU Funds = $ 318,978.75

Owner Cost:
Prop. Assmt.
@ $ 14.00 = $ 84,486.50
Driveways = $ 3,702.60

Storm Sewer, 12"	1,268	L.Ft.	@ $ 11.95	=	$ 15,152.60
Storm Sewer, 8"	60	L.Ft.	@ $ 10.95	=	$ 657.00
ManHoles	6	Ea.	@ $ 700.00	=	$ 4,200.00
Asphalt Cut		Lump Sum	@ $	=	$ 250.00
Catch Basins	18	Ea.	@ $ 725.00	=	$ 13,050.00
Engineering			@ 06 %	=	$ 1,998.58
		SUB TOTAL		- - -	$ 35,308.18
ManHoles to be Adjusted (Storm)	7	Ea.	@ $ 140.00	=	$ 980.00
Engineering			@ 06 %	=	$ 58.80
		SUB TOTAL		- - -	$ 1,038.80
Water Mains 4"	1,332	L.Ft.	@ 14.80		$ 19,713.60
Water Mains 6"	656	L.Ft.	@ 15.90		$ 10,430.40
Water Mains 8"	1,332	L.Ft.	@ 17.40		$ 23,176.80
Dewey Ave. Hwy X-ing		Lump Sum			$ 700.00
Water Mains 12"	126	L.Ft.	@ $ 21.60	=	$ 2,721.60
Water Services (Meters & Stubs)	42	Ea.	@ $ 255.00	=	$ 10,710.00
Fire Hydrants	1	Ea.	@ $1555.00	=	$ 1,555.00
Engineering			@ 06 %	=	$ 4,140.14
		SUB TOTAL		- - -	$ 73,142.54
Street Signs (New)	13	Ea.	@ $ 80.00	=	$ 1,040.00
Street Lights (New)	13	Ea.	@ $ 150.00	=	$ 1,950.00
Removing Trees	15	Ea.	@ $ 190.00	=	$ 2,850.00
Monument Boxes	11	Ea.	@ $ 100.00	=	$ 1,100.00
		SUB TOTAL		- - -	$ 6,940.00

TOTAL - $ 523,597.37

1981 Austin Rock Prod. Proj. 9324
approx. 32.4 mi. east of John Day
on John Day Hwy.

9324

11-5-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
F. E. Ward, Inc. No. 9187	Mohler Overflow Bridge Tillamook County	Oct. 8, 1981
Hertz Electric, Inc. No. 9193	Oak St. & Airport Rd. (Lebanon) Linn County	Oct. 8, 1981
Steeck Electric Co. No. 9211	Ore.Coast Hwy.@ 6th St. (Gold Beach) Curry County	Oct. 27, 1981
Hamilton Electric, Inc. No. 9232	Scholls Hwy.@ SW Nimbus Ave. Washington County	Oct. 27, 1981
Rock Process, Inc. No. 9324	Austin Rock Production Grant County	Oct. 27, 1981
Dales Sand & Gravel Co., Inc. No. 9100	Middlebrook St.-Pac. Hwy. West (Newberg) Yamhill County	Oct. 27, 1981
Hamilton Elect., Inc. No. 9089	2nd St. & 3rd St. Signal Impr. (The Dalles) Wasco County	Oct. 29, 1981
Hertz Electric, Inc. No. 9199	Oswego Hwy. @ Marylhurst Dr. (W. Linn) Clackamas County	Oct. 30, 1981
Wildish Medford Construction Co. No. 9234	Pac. Hwy.-Main Ave. (Canyonville) Douglas County	Oct. 30, 1981
R. A. Hatch Co. No. 9305	McKenzie Hwy. @ Goodpasture Rd. Lane County	Oct. 30, 1981
R. L. Coats No. 9272	Old Dry Cr. Rd.-Ochoco Hwy. Crook County	Oct. 30, 1981
Douglas S. Coats,Inc. No. 9221	Powder River (Broadway Ave.) Bridge Baker County	Oct. 30, 1981

November 5, 1981

C. T. Keasey
Asst. State Highway Engineer

9324

L.

November 5, 1981

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9324

Gentlemen:

Contract No. 9324 awarded to Rock Process Inc. for the Austin Rock Production Project on the John Day Highway in Grant County was completed on September 14, 1981 and accepted by the State Highway Division on October 27, 1981.

Final payment in the amount of $2,146.91 will be released to the contractor after November 10, 1981. The total contract amount is $90,953.10 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Rock Process Inc.
831 S.E. Second Street
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

9324

L.

No. 5

FINAL

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Austin

WEEK ENDING: 8/29/81

SECTION PREFIX: 12-8340

HIGHWAY: John Day

COUNTY: Grant

NAME OF JOB: Austin Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Rock Process, Inc.

CONTRACT NUMBER: 9324

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 14, 1981

DATE WORK STARTED: July 27, 1981

ESTIMATED COMPLETION DATE: Aug. 22, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: Sept. 30, 1981

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 108,202.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 98,752.50

ENGINEERING AUTHORIZATION: $ 9450.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 98,752.50

ENGINEERING COST TO DATE: $ 6810.52

DATE PROJECT WAS COMPLETED: 8/22/81

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 72 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			15,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			15,000CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			15,000 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project completed 8/22/81
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
AUG 31 1981
CONSTRUCTION
BRANCH

ASHE
CAE
FOE Da
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SCS
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CA e
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TC
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CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor completed crushing 3/8"-#10 Sandimg Material August 22, 1981.

SIGNED Bobby D. Johnson LOCATION Pendleton
Bobby D. Johnson, Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1981 NW 2nd St.-Old Or. Tr. 9325
Hwy. of the Olds Ferry-Ont. (Idaho
Ave.) Hwy. in Ontario. (GR,pav,sig)

CHa 2553 6-17-81

rll

9325 cc: OSHD (oulter) STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

[illegible]

REGION NO. 10	REPORT NO. 1	COUNTY Malheur	DIVISION ORegon
DATE OF REPORT 4/13/84	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. HES-21-5(6)
COMPLETION DATE 6/10/82	ACCEPTANCE DATE BY CONTRACT AGENCY 12/30/82	TIME ELAPSED 117.8%	CONTRACT TIME 180 CD
APPROVED EXTENSIONS NONE	LOCATION NW 2nd St. - Old Oregon Trail Section of the Olds Ferry-Ontario Highwya located in the City of Ontario, Malheur County, Oregon		

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NW SECOND STREET-OLD OREGON TRAIL (ONTARIO) SECTION
OLDS FERRY - ONTARIO HIGHWAY
Grading, Paving & Signals

This project provided for selected widening and curbing to provide for a 14 foot median turn lane. Also included were traffic signal revisions and other selected safety improvement work.

The contractor used 32 calendar days beyond the contract allotted time to complete the work and was assessed $4,800 in liquidated damages in accordance with the specifications.

The final cost of the original contract items was $397,634.70 or a 1.88 percent overrun of the contract amount of $390,298. The final cost of the project including all contract changes and engineering was $484,685.82, or a 1.51 percent overrun of the project authorization of $477,472.36.

All participating work has been completed.

A final inspection of the completed work was made on 9/2/82.

Cy
4/24

RECEIVED
STATE HWY ENGR

APR 23 '84

REFER TO
Fredrickson

FOR

Info	In. as	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4/23/84	TITLE Field Operations Engineer	DATE 4/20/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

Consent Calendar
9(d)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

DATE: March 4, 1983

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
NW 2nd St.-Old Oregon Trail Section
Olds Ferry-Ontario (Idaho Ave.) Highway,
Malhuer County
Contract No. 9325

This contract for grading, paving and traffic signal installation was completed on June 10, 1982 and accpeted by the Highway Division on December 30, 1982. It now appears that the final cost of the project will exceed the project by $26,000 or 5.8 percent.

Cement treated base in excess of the planned quantities was required in bringing to grade on widened areas at street intersections on the project. This was necessary to make the roadway safe for the traveling public and added nearly $9,000 to the cost of the project.

The principal overrun on the project, however, was in construction engineering. The work schedule determined by the contractor necessitated extra field staking work in setting grades for short runs of curbs and sidewalks. Carrying the job through the winter also added to the engineering costs for the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $26,000 to a new total of $477,472.36. This matter will be on the consent calendar for the March 15 meeting.

OBJ:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
R. D. Hector
George Bell

Form 734-3123

9325

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: February 24, 1983

NOTED
H.S.COULTER

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
NW 2nd St.-Old Oregon Trail Section
Olds Ferry-Ontario (Idaho Ave.) Highway, Malheur County
Contract No. 9325

This contract for grading, paving and traffic signal installation was completed on June 10, 1982 and accepted by the Highway Division on December 30, 1982. It now appears that the final cost of the project will exceed the project authorization by $26,000.00 or 5.8 percent.

Cement treated base in excess of the planned quantities was required in bringing to grade on widened areas at street intersections on the project. This was necessary to make the roadway safe for the travelling public and added nearly $9,000 to the cost of the project.

The principal overrun on the project, however, was in construction engineering. The work schedule determined by the contractor necessitated extra field staking work in setting grades for short runs of curbs and sidewalks. Carrying the job through the winter also added to the engineering costs for the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $26,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
P. F. Burnett
R. D. Church
D. E. Swan

81-125-1367

9325

January 4, 1983

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9325

Gentlemen or Ladies:

Contract No. 9325 awarded to Douglas S. Coats, Inc., for work on the N.W. 2nd Street-Old Oregon Trail Highway (Ontario) Section of the Olds Ferry-Ontario Highway in Malheur County was completed on October 26, 1982, and accepted by the State Highway Division on December 30, 1982.

Final payment in the amount of $4,814.29 will be released to the contractor after January 10, 1983. The total contract amount is $399,103.52 including $7,174.23 for work performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert Hector

9325 1-3-83 file B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co., Inc. No. 9308	W. Fork Dairy Cr.-Tillamook Jct. Washington County	December 3, 1982
Nelson-Deppe, Inc. No. 9302	Austin Jct. Project Grant County	December 3, 1982
Ontario Asphalt Paving Co. No. 9265	Central Ore. Hwy. @ Succor Cr. Hwy. (Nyssa) Malheur County	December 7, 1982
Ajax Elec. Co., Inc. No. 9409	Pac. Hwy. W. @ SW 78th Ave. (Tigard) Washington County	December 7, 1982
Eucon Corp. of Idaho No. 9434	Juniper Canyon Rd.-Lexington/Echo Hwy. Morrow County	December 8, 1982
Hamilton Electric, Inc. No. 9336	Center St. @ Lancaster Dr. (Salem) & Lancaster Dr. @ Market St. (Salem) Marion County	December 8, 1982
Bracelin-Yeager Excavating No. 9261	Powers Wayside Coos County	December 8, 1982
JAL Construction, Inc. No. 9479	Ochoco Cr.-Barnes Butte Rd. Crook County	December 10, 1982
Suomi Enterprises, Inc. No. 9425	Baldock Safety Rest Area Clackamas County	December 17, 1982
Select Contractors, Inc. No. 9473	Region 3 (6 cities Pavement Marking Project) Douglas & Jackson Counties	December 17, 1982
Howard Logsdon Logging No. 9478	Ukiah Rock Production Umatilla County	December 17, 1982

Contractor and Contract No.	Section and County	Acceptance Date
R.J. Taggard Const., Inc. No. 9471	Canyonville Rock Production Douglas County	December 17, 1982
Kniestadt & Sons No. 9433	Blackhorse Cr. (Lexington) Br. Morrow County	December 20, 1982
R. A. Hatch Co. No. 9355	NE 112th Ave.-NE 148th Ave. Multnomah County	December 20, 1982
Swanston Equipment Co. No. 9426	Col. Co. Pavement Marking #2 Columbia County	December 22, 1982
Angell Asphalt & Aggregate, Inc. No. 9370	Reedsport-Dean Creek Douglas County	December 22, 1982
Select Contractors, Inc. No. 9428	Marion Co. Pavement Marking #2 Marion County	December 22, 1982
Eugene Sand & Gravel,Inc. No. 9475	Poterf Cr.-Poodle Cr. Lane County	December 22, 1982
Bayview Transit Mix,Inc. No. 9494	19th St.-Astor Column (Astoria) Clatsop County	December 23, 1982
Morse Bros., Inc. No. 9411	SPRR X'ing.-Lebanon Ditch Linn County	December 23, 1982
H2O Blasters, Inc./H2O Contractors, Inc. No. 9463	Willamette River (Oregon City Arch) Bridge Clackamas County	December 28, 1982
A & R Const., Inc. dba Laco Const. Co. No. 9398	Willow Creek Bridges Malheur County	December 28, 1982
Hyland Bros. Const., Inc. No. 9417	Springfield Downtown Transit Station Lane County	December 29, 1982
Hamilton Electric, Inc. No. 9129	Division St. NE-Trade St. SE (Salem) Marion County	December 29, 1982
Halcyon Painting No. 9496	SPRR O'Xing (Albany) Linn County	December 29, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats, Inc. No. 9325	NW 2nd St.-Old Oregon Trail Hwy. Malheur County	December 30, 1982
Sims Electric, Inc. No. 9408	E. 1st St. @ E. Revere St. (Bend) Deschutes County	December 30, 1982

January 3, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9:25

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 12-138		County Malhuer
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number HES-21-5(6)
MODIFICATION NUMBER 3	12-17-82	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 7, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 501,878.00	$ 509,871.00
Federal funds	$ 451,689.00	$ 458,883.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of December, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By P.A. Moeh

Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 9, 1982

Federal-Aid Project
No. HES-21-5(6)

N.W. 2nd St.-Old Oregon Trail (Ontario)
Olds Ferry-Ontario (Idaho Ave.)
Malhuer County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required	$ 33,100.00

Type Code 6201
Roadway (Sta. "L" 10+00 thru Eq. "L" 37+00 = "I" 20+68.30
thru Eq. "I" 29+66.53 Ah. = "E" 1298+44.04 Bk. to Sta. "E" 1294+40)

Subtotal of previous estimate of August 19, 1981 $281,151.00

Previous Estimate

Cement in Treated Base Mixture	70 Ton	250.00	$ 17,500.00
Class C Asphalt Concrete	1,800 Ton	15.00	72,000.00
			$ 89,500.00

Revised Estimate

Cement in Treated Base Mixture	79.96 Ton	250.00	$ 19,990.00
Class C Asphalt Concrete	1,881.60 Ton	15.00	75,264.00
Relocate Commercial Sign		All Required	1,198.48
			$ 96,452.48
		Increase	$ 6,952.48
		SUBTOTAL	288,103.48
		Engineering	43,212.52
		TOTAL	$331,316.00

Type Code Y031
Traffic Signals

Total the same as previous estimate of June 21, 1982 $145,455.00

Length of Project ------------ 0.758 mi.
Cost of Roadway Per Mile------$437,092.35

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 33,100.00	$ 29,790.00	$ 3,310.00
Roadway	331,316.00	298,184.00	33,132.00
Traffic Signals	145,455.00	130,909.00	14,546.00
TOTAL	$509,871.00	$458,883.00	$50,988.00

Group 1 100%
Contract No. 9325
Prefix: 123-1990
Prefix: 123-1079

9325

STATE COPY

2

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 7-139		County Malhuer
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number HES-21-5(6)
MODIFICATION NUMBER ~~1~~ 2	7/8/82	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 7, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 466,668.00	$ 501,878.00
Federal funds	$ 420,000.00	$ 451,689.00
Other revisions		

This modification is made for the following reasons: to include increase in preliminary engineering costs, increase in construction costs and increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of July, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 21, 1982

Federal-Aid Project
No. HES-21-5(6)

N.W. 2nd St.-Old Oregon Trail (Ontario)
Olds Ferry-Ontario (Idaho Ave.)
Malhuer County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 33,100.00

Type Code 6201
Roadway (Sta. "L" 10+00 thru Eq. "L" 37+00 = "I" 20+68.30 thru Eq. "I" 29+66.53 Ah.= "E" 1298+44.04 Bk. to Sta. "E" 1294+40)

Subtotal of previous estimate of August 19, 1981 $ 268,398.00

Previous Estimate

Treated Base Mixture	1,200 Ton	30.00	$ 36,000.00
Concrete Driveways	325 Sq. Yd.	15.00	4,875.00
			$ 40,875.00

Revised Estimate

Treated Base Mixture	1,410 Ton	30.00	$ 42,300.00
Concrete Driveways	572 Sq. Yd.	15.00	8,580.00
Control Erosion		All Required	2,748.00
			$ 53,628.00
		Increase	$ 12,753.00
		SUBTOTAL	$ 281,151.00
		Engineering	42,172.00
		TOTAL	$ 323,323.00

Type Code Y031
Traffic Signals

Subtotal of previous estimate of August 19, 1981 $ 122,500.00

Additional Items

Maint. Elect. Circuits (E.W.O. #1)	All Required	$ 1,049.79
Relocate Traffic Signal Interconnect (S.F.O. #1)	All Required	1,433.66
Signal Turn On Services (S.F.O. #3)	All Required	1,500.00
		$ 3,983.45

Increase	$ 3,983.45
Subtotal	126,483.45
Engineering	16,996.55
Engineering (Sig. Control Testing)	1,975.00
TOTAL	$ 145,455.00

Length of Project ----- ----- 0.758 mi.
Cost of Roadway Per Mile -----$426,547.49

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 33,100.00	$ 29,790.00	$ 3,310.00
Roadway	323,323.00	290,990.00	32,333.00
Traffic Signals	145,455.00	130,909.00	14,546.00
TOTAL	$501,878.00	$451,689.00	$50,189.00

Group 1 100%
Cont. No. 9325
Prefix: 123-1990
Prefix: 123-1079

1325

L.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-156	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Malheur
MODIFICATION NUMBER 1	8-20-81	Project Number HES-21-5(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 7, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 23,000.00	$ 466,668.00
Federal funds	$ 20,700.00	$ 420,000.00
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of August, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Assistant State Highway Engineer
(Title)

~~By~~ XXX For: H.S. Coulter

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

G-File

Oregon State Highway Division
Salem, Oregon August 19, 1981

Federal Aid Project
No. HES-21-5(6)

N.W. 2nd St.-Old Oregon Trail (Ontario)
Olds Ferry - Ontario (Idaho Ave.)
Malheur County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.

Preliminary Engineering		All Required	$ 23,000.00

Type Code 6201
Roadway (Sta. "L" 10+00 thru EQ "L" 37+00.94 = "I" 20+68.30 thru EQ "I" 29+66.53 Ah= "E" 1298 + 44.04 Bk. to Sta. "E" 1294+40)

Mobilization		All Required	$ 30,000.00
Temporary Protection and Direction of Traffic		All Required	1,000.00
Temporary Signs	414 Sq. Ft.	7.00	2,898.00
Temporary Barricades	35 Each	50.00	1,750.00
Flagmen	350 Hour	10.00	3,500.00
Removal of Structures and Obstructions		All Required	15,000.00
Earthwork		All Required	9,000.00
Structure Excavation	120 Cu. Yd.	10.00	1,200.00
Treated Base Mixture	1,200 Ton	30.00	36,000.00
Cement in Treated Base Mixture	70 Ton	250.00	17,500.00
Aggregate Shoulders	180 Ton	15.00	2,700.00
Class "C" Asphalt Concrete	1,800 Ton	40.00	72,000.00
Concrete in Walls	76 Cu. Yd.	300.00	22,800.00
Reinforcement in Walls	6,150 lb.	0.50	3,075.00
6-inch Culvert Pipe	20 Lin. Ft.	10.00	200.00
8-inch Culvert Pipe	84 Lin. Ft.	15.00	1,260.00
8-inch Sewer Pipe	97 Lin. Ft.	20.00	1,940.00
Extra for Pipe Under Pavement	45 Lin. Ft.	20.00	900.00
Concrete Inlets, Type CG-1	8 Each	400.00	3,200.00
CL-4 Chain Link Fence	200 Lin. Ft.	8.00	1,600.00
Concrete Walks	1,400 Sq. Yd.	12.00	16,800.00
Concrete Driveways	325 Sq. Yd.	15.00	4,875.00
Concrete Curbs	3,120 Lin. Ft.	5.00	15,600.00
Extra for Asphalt Approaches	10 Each	200.00	2,000.00
Adjusting Manholes	5 Each	200.00	1,000.00
			$267,798.00

Anticipated Items

Roadside Seeding and Mulching	All Required	$ 600.00
	SUBTOTAL	$268,398.00
	Engineering	36,233.00
	TOTAL	$304,631.00

Type Code Y031
Traffic Signals

Traffic Signal Installation, Complete	All Required	$122,500.00

SUBTOTAL	$122,500.00
Engineering --	14,562.00
Engineering (Sig. Cont. Testing) --------------------	1,975.00
TOTAL	$139,037.00

Length of Project ------------ 0.758 mi.
Cost of Roadway Per Mile -----$401,887.86

Work Retained in Program Status

Permanent Signing	All Required	$ 3,400.00
Signal Turn on Service (3)	All Required	1,500.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 23,000.00	$ 20,700.00	$ 2,300.00
Roadway	304,631.00	274,167.00	30,464.00
Traffic Signals	139,037.00	125,133.00	13,904.00
TOTAL	$466,668.00	$420,000.00	$46,668.00

Group 1 100%
Contract No. 9325
Prefix: 123-1990
Prefix: 123-1079

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-31	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 10-7-80	State egon County Malheur Project No. HES-21-5(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 Bus., N.W. 2nd St. - I-84 (Ontario)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	6-12-80	0.72
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT $ 23,000.00	FEDERAL FUNDS $ 20,700.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXBy For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon October 2, 1980

Federal Aid Project
No. HES-21-5(6)

W. 2nd St. - I-84 (Ontario) Section
US 30 in Malhuer County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$23,000.00
	TOTAL	$23,000.00

Length of project -------------- 0.72 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 23,000.00	$ 20,700.00	$ 2,300.00
Retain in Program Status			
Contract Work	300,000.00	270,000.00	30,000.00
TOTAL	$ 323,000.00	$ 290,700.00	$ 32,300.00

Group 1	100%
Prefix	123-1990

9325

1. ✓

2 F

RECEIVED

ROAD DESIGN SECTION

RW

No Comments needed-NSM

N.W. 2nd St.-Old Oregon Trail Highway (Ontario)
Olds Ferry-Ontario Highway (Idaho Ave.)
Malheur County
Contract 9325

NARRATIVE REPORT

This contract for grading, paving and traffic signal installations was awarded to Douglas S. Coats, Inc. on July 14, 1981.

The project called for the widening of Idaho Avenue between N.W. 2nd Street and Oregon Street to provide 4 traffic lanes plus turning lane in center of street. This meant removing and replacing existing curbs and sidewalks on both sides of Idaho Avenue.

In addition to this grading work both ends of existing underpass were remodeled. This meant removal of existing wall, handrail and sidewalk on westerly end of underpass. On the easterly end of underpass curbs and sidewalks were removed. This additional width on ends of underpass made it possible to delineate left turn refuges, plus being able to improve turning radius both in and out of underpass.

The only curbs and sidewalk constructed east of underpass were in areas that driveways were modified and at intersections where curbs were revised to accomodate wheelchair ramps.

There were traffic signal installations constructed at three intersections, two of these at intersections of Idaho Avenue with Oregon Street and S.E. 2nd Street were to replace existing signals. A new traffic signal was constructed at intersection of Idaho Avenue and N.W. 2nd Street. All three signals have traffic activated left turn signals on Idaho Avenue. The signals are interconnected.

There were two subcontracts on this project. Hansen Electric subcontracted the traffic signal installations and Idaho Sand & Gravel subcontracted the paving work.

Work progress on this project was rather slow and erratic at times. There were 180 calendar days set up to perform this work and 212 calendar days were used. This includes some shutdown orders where no time was charged due to unsafe working conditions during winter months. Also final paving work was delayed until warm weather prevailed. No calendar days were charged after traffic signals completed (4-2-82) until favorable paving weather (6-3-82).

Other than the progress of work leaving something to be desired there were no particular problems on this project. We had the usual complaints from businesses affected by the work, but interference with accesses to business establishments, including two truck stops, was minimal. At no time was any business isolated.

Specifications for commercial asphalt concrete mixes should be modified to fit local suppliers. This project called for a minimum of 6% liquid asphalt. Our extractions showed less than 6% (5.8%). This percentage of asphalt was high because after there was some hot weather some flushing was evident, particularly on curb lane that is subjected to heavier traffic. There has to be some control on those commercial mixes, but in areas where local suppliers are doing a lot of work for cities, why couldn't our commercial mix be specified in such a manner that the suppliers mix design could be checked and used even though it might be outside our broad band limits for aggregate and less than 6% asphalt.

There were some delays on this project due to work schedules between prime contractor and subcontractor on traffic signals. On this project some curb, sidewalk and street work couldn't be complete until old traffic signals were removed and of course new traffic signals had to be activated before existing poles and footings could be removed.

It seems that some sort of time frame for construction of signals, after they have their materials and equipment on hand, could be specified to expedite signal work. It seems that all too often when there are traffic signals on a project the final completion of work is controlled by this work. On this project the traffic signal work represented approximately 25% of contract.

Don't anticipate any claims on this project. The prime contractor and subcontractor for traffic signals are having a hassle over responsibility for the 32 days of liquidated damages.

The City of Ontario and local people have expressed their pleasure with this improvement.

P.F. Burnett

P.F. Burnett
Project Manager

PFB:csh

1
2 Anderson
Adams
RW Sullivan
Turpin
RECEIVED
1982
ROAD DESIGN SECTION

STATEMENT OF OVERRUNS AND UNDERRUNS

Project:	N.W. 2nd St. - Old Oregon Trail Hwy.	Contract No.:	9325
Highway:	Olds Ferry - Ontario	Prefix:	123-1079
County:	Malheur	F.A.P. No.:	HES-21-5(6)

Item No.	Item	Unit	Original	Semifinal	±%
		SUMMARY			
	Bid Items	$	390,298.00	397,841.00	+2%
	Anticipated Items	$	7,475.00	4,225.00	-43%
	Contingencies	$	17,899.79	14,505.53	-19%
	Engineering	$	35,799.57	66,000.00	+84%
	Liquidated Damages	$	0	-4,800.00	0
	TOTAL	$	451,472.36	477,771.53	+6%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

B.I. No. 9 Treated Base Mixture 1,200 1,410.9 +18
This item overrun due to filling to grade on widened areas at street intersections. Also there was one section on the N.E. corner of underpass that had to be removed and replaced due to a leak in discharge line from pump in underpass.

B.I. No. 10 Cement In Treated Base Mix 70.00 79.96 +14%
See Above

B.I. No. 13 Concrete In Walls 76 69.16 -9%
Drain pipes in underpass were plugged so drain not installed in part of wall footing that was replaced. This reduced the quantity of concrete in walls.

B.I. No. 14 Reinforcement In Walls 6,150 8,641 +41%
Apparently the original estimate of steel reinforcement in walls was in error. Reinforcing steel placed as per plans.

B.I. No. 21 Concrete Walks 1,400 1,220.3 -13%
This item underrun due to increase in width on some of the driveways.

B.I. No. 22 Concrete Driveways 325 572.5 +76%
There were two driveways added to fit new curb grades at street intersections. Also the width increased on several driveways.

Engineering $ 35,799.57 $ 66,000.00 +84%
This item overrun for several reasons. Due to the scheduling of work it was necessary for field crew to set grade on short runs of curb and sidewalk. Also job was carried through the winter due to contractor not completing signal work in time to pave. Project was shut down from April 2, 1982 until June 3, 1982 when

paving on 1" overlay could be done.

There is a possibility that there will be a penalty on asphalt concrete mixture. If this penalty assessed, will be in the neighborhood of $1,300.00.

P.F. Burnett
Project Manager

9325

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.W. 2nd St. - Old Oregon Trail
WEEK ENDING: November 6, 1982
SECTION PREFIX: 123-1079
HIGHWAY: Olds Ferry - Ontario
COUNTY: Malheur
NAME OF JOB:
KIND OF WORK: Grading, Paving & Signals
CONTRACTOR: Douglas S. Coats
CONTRACT NUMBER: 9325
FEDERAL AID PROJECT NUMBER: HES-21-5(6)
DATE OF CONTRACT: July 14, 1981
DATE WORK STARTED: July 30, 1981
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 180
CALENDAR DAYS USED: 212
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 118
PROJECT AUTHORIZATION: $ 451,474.36
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 415,672.79
ENGINEERING AUTHORIZATION: $ 35,799.57
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 408,608.00
ENGINEERING COST TO DATE: $ 65,500.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103
ESTIMATED PERCENT OVERRUN: 2 %
PERCENT OF AUTHORIZATION: 183 %
DATE PROJECT WAS COMPLETED: June 10, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.7	0.7			0.7
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.7	0.7			0.7
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Lump Sum	1,200 ton			1,800 ton
TOTAL QUANTITIES CORRECTED TO DATE	Lump Sum	1,411 ton			1,882 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	Lump Sum	1,411 ton			1,882 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 31		0		
MONDAY 1		0		
TUESDAY 2		0		
WEDNESDAY 3		0		
THURSDAY 4		0		
FRIDAY 5		0		
SATURDAY 6		0		

CE K RECEIVED OM
CAE CA
FOE LS
QCS NOV8 1982 TC
SCS CONSTRUCTION FE
EEO SECTION CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 31	No Activity
MONDAY 1	No Activity
TUESDAY 2	No Activity
WEDNESDAY 3	No Activity
THURSDAY 4	No Activity
FRIDAY 5	No Activity
SATURDAY 6	No Activity

REMARKS

Semifinal submitted to Region November 5, 1982
Final Report

SIGNED P. F. Burnett LOCATION Ontario
P.F. Burnett, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

CITY OF Ontario.... THE CAPITAL OF EASTERN OREGON

FROM THE OFFICE OF THE MAYOR

444 S.W. 4TH ST.
ONTARIO, OREGON
97914

NOTED
H. S. COULTER

August 26, 1982

Mr. Anthony Yturri, Chairman
Oregon Transportation Commission
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Chairman Yturri:

On behalf of myself, the City Council, and the citizens of Ontario, I would like to extend our appreciation of the widening and improvement project which the Commission approved ~~the~~ the Department constructed, on Idaho Avenue in Ontario. This project is a vast improvement over the condition that existed on Idaho Avenue prior to its construction and provides for a much smoother, safer traffic flow into and out of Ontario from the east.

In this period of economic shortfalls we recognize how difficult it is to provide funds for projects such as these and I feel that we, as well as the other citizens of Oregon, are fortunate to have dedicated, hard working officials working in the Department of Transportation who recognize the needs of communities such as ours and are willing to pursue those needs in spite of the difficulties in obtaining funding.

I would like to place the support of our community at your disposal when such support may be needed by the Commission or the Department of Transportation.

Sincerely,

Robert Widmer

Robert Widmer
Mayor

RW:rmg

cc: H. S. Coulter, State Highway Engineer

RECEIVED
STATE HWY ENGR
AUG 30 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9-3-82
cc: Spencer
Walker
[illegible]

CL-82-145

RECEIVED

[illegible] PAULUS

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 03 1982
NORMA PAULUS
SECRETARY OF STATE

July 30, 1982

IN REPLY REFER TO
FILE NO.
CON 5
#9325

Becker, Sipprell & Hunt
Attorneys at Law
421 S.W. Sixth Avenue
Portland, OR 97204

Attention: Millard M. Becker

Gentlemen:

This will acknowledge a copy of your letter dated July 26, 1982, addressed to Norma Paulus, Secretary of State, filing a Notice of Claim on behalf of G. F. Webb for labor and material in the amount of $3,240 plus interest.

The claim states this is in reference to the Douglas S. Coats, Inc. Contract No. 9325 for work on N.W. 2nd Street-Old Oregon Trail Highway (Ontario) Section of Idaho Avenue in Malheur County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

NOTED
8-24-82 dmc

js
cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

RECEIVED
AUG 13 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - The attorney has filed the attached claim directly with you. Please advise of your filing date and number on the enclosed copy of this letter.

BECKER, SIPPRELL & HUNT
ATTORNEYS AT LAW
414 COMMONWEALTH BUILDING
421 S.W. SIXTH AVENUE
PORTLAND, OREGON 97204

MILLARD M. BECKER
RALPH C. SIPPRELL
LAWRENCE B. HUNT

TELEPHONE
226 1162

July 26, 1982

CERTIFIED MAIL - RETURN RECEIPT REQUESTED NO. P222 953 007

Norma Paulus,
Secretary of State
Salem, OR 97310

Re: Contract No. 9325
Old Oregon Trail Highway at or
near City of Ontario, Oregon

Dear Ms. Paulus:

Enclosed is Notice of Claim on a Public Works Bond for filing. Would you please acknowledge receipt of the claim.

Very truly yours,

Millard M. Becker

nw

Enclosure
cc: Dept. of Transportation (w/copy of bond claim)
G.F. Webb, Inc.

RECEIVED
JUL 28 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

CHAPTER 279, OREGON REVISED STATUTES

TO. Norma Paulus, Secretary of State, Salem, OR 97310
Department of Transportation, State of Oregon, 121
Transportation Bldg., Salem, OR 97310

The following is a claim on the Surety Bond of a Contractor engaged in a public works project and the following information is submitted in support of said claim:

1. The name of the undersigned claimant is: G. F. Webb, Inc.

2. The name of the person who ordered the labor and/or materials from claimant is: Hansen Electric, P. O. Box 1228, Coos Bay, OR 97420.

3. The name of the general contractor (contractor) on the project is: Douglas S. Coates, P. O. Box 311, Bend, OR 97709.

4. The work done, material furnished, or labor and material furnished for the public works project by claimant at the request of person named in Paragraph 2 is: Slab Sawing & Sealing.

5. The amount of the claim asserted by claimant against contractor for labor and/or materials furnished to the public works project is: $3,240.00 with interest thereon at 9% per annum from April 1, 1982, until paid.

6. The project on which general contractor has the contract and the name of the public body is: Contract #9325; NW Second St., Old Oregon Trail Hwy at or near the city of Ontario, Oregon.

7. The bonding company (surety) who has bonded the performance of contractor and the payment of contractor's obligations on the public works project mentioned above is: United Pacific Insurance Co., P. O. Box 1216, Tacoma, WA 97401.

Claimant claims against the bond taken from the contractor as principal and the bonding company (surety) as surety for the sum of $3,240.00 with interest thereon at the legal rate in Oregon from April 1, 1982 until paid, the date when all sums became due and payable the above described bond being taken for the said work of construction of the public improvement or project listed in Paragraph 6 above.

Dated this 21 day of July, 1982.

G. F. Webb, Claimant

By ______________________
Gary F. Webb, President

July 16, 1982

G. F. Webb, Inc.
P. O. Box 1436
Vancouver, WA 98668

CON 5
#9325

Attention: L. J. Pointer

Gentlemen:

This is in response to your letter of July 2 concerning Contract No. 9325 with Douglas S. Coats, Inc., for work on N.W. 2nd Street-Old Oregon Trail Highway in Ontario.

The name and address of their surety is listed below:

United Pacific Insurance Co. (Home office)
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

United Pacific Insurance Co. (Portland office)
825 N.E. Multnomah, Suite 300
Portland, OR 97232

Please let us know if you wish to file a claim. Our address is: 121 Transportation Building, Salem, OR 97310.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

JS

GF-WE-BI*236RI

G. F. WEBB, INC.

July 2, 1982

Oregon State Highway Department
Department of Transportation
Salem, Oregon 97310

Attention: Contract Accounting

Reference: OSHD Contract No. 9325
N.W. 2nd St., Old Oregon Trail Highway
Malheur County
GENERAL CONTRACTOR: Douglas S. Coats

Gentlemen:

As a subcontractor for Hansen Electric on the reference project, we have not been paid $3,240.00 for work completed on the above project.

Please furnish us with the name of Douglas S. Coats bonding company's name, so we may file a claim against this unpaid bill. If we are unable to collect from Hansen Electric (Douglas S Coats' subcontractor), we will file suit against Oregon StateHighway Department.

Sincerely,

G. F. WEBB INC.

L Pointer

L. J. Pointer

LJP/m

RECEIVED
JUL 9 1982
[illegible]

P. O. Box 1436 - Vancouver, WA 98668
(206) 695-1537 (503) 289-8227

P. O. Box 2443 - Pasco, WA 99301
(509) 627-1100

CORE DRILLING • SLAB SAWING • WALL SAWING • WATERPROOFING • CONCRETE • EPOXY

9322

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-28-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-21-5(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Malheur

3. FROM
Mr. Dale E. Wilken, Division Administrator
FHWA, Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00103

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/28/82

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Secondary 455

10. GENERAL LOCATION:

N. W. 2nd Street - Old Oregon Trail Highway (Ontario)

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested in Mr. Swan's letters of 11-30-81 and 6-22-81, I approve the revised Preliminary Engineering costs to a TEC of $33,100 - Federal funds $29,790. (Increase TEC $10,100 - Federal funds $9,090.)

Also, as requested in Mr. Swan's 6-22-81 letter, I approve the revised construction costs to a TEC of $468,778 - Federal funds $421,899. (Increase TEC $25,110 - Federal funds $22,599.)

RECEIVED
STATE HWY ENGR
JUL 2 '82
REFER TO Moehring
FOR
Info | Invc | R/D | [illegible] | Sign | Act | File

14. DATE 6/28/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

9325

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

June 22, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Change
Item No. 00103
Project No. HES-21-5(6)
N.W. 2nd St.-Old Oregon Trail Hwy. (Ontario) Sec.
Malheur County

I request approval of a program change to increase the estimated total cost and Federal funds for construction as indicated on the enclosed revised project agreement estimate and modification of project agreement.

I further request your approval to increase the final costs of preliminary engineering previously requested under my letter of November 30, 1981. Our previous submission was for consideration at final voucher stage, however, since it has become necessary to request additional funds for construction it would seem to be prudent to grant the increase in preliminary engineering at the same time.

Revised financing would be as as follows:

		TEC	FF	Pro-Rata
Present	P.E.	$ 33,100.00	$ 29,790.00	90%
	Const.	468,778.00	421,899.00	
Prevous	P.E.	23,000.00	20,700.00	
	Const.	443,668.00	399,300.00	
INCREASE		$ 35,210.00	$ 31,689.00	

CL:bkc
Enc.
cc: R. Bladorn
General Files

Form 734-3122

9325 L.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 12-21-8 LETTER OF APPROVAL AND/OR AUTHORIZATION	1. FEDERAL-AID PROJECT NO. HES-21-5(6) 2. STATE PROJECT NO. See below

3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 00102	2A. COUNTY NAME Malheur

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/12/81	8. FEDERAL ROUTE NUMBER Primary 21	9. STATE ROUTE NUMBER Secondary 455

10. GENERAL LOCATION:

NW 2nd Street - Old Oregon Trail Highway

11. GENERAL DESCRIPTION OF WORK

Signal turn on service for three signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 11/12/81 as requested in Mr. Keasey's letter of 12/10/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $1,500 Federal Funds $1,300.

Participation in the above item is acceptable if 15% C.E. is not exceeded.

RECEIVED
STATE HWY ENGR
DEC 23 '81
REFER TO
FOR
Info

14. DATE 12/21/81	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9325

STATE COPY

nig
cc: OSHD (Coulter)

11-19-81

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Malheur	DIVISION Oregon
DATE OF INSPECTION 11-19-81	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. HES-21-5(6)

Original Signed by
D. B. Carter
Area Engr.

IN COMPANY WITH
P. F. Burnett, Resident Engineer, OSHD

LOCATION
NW. 2nd Street - Old Oregon Trail Highway Section of the Olds Ferry - Ontario Highway located in the City of ONtario, Malheur County, Oregon.

CONTRACTOR NAME AND ADDRESS
Douglas S. Coats, Inc., P. O. Box 311, Bend, Oregon 97709

AWARD DATE 7-14-81	CONTRACT AMOUNT $390,298.00	TIME ALLOWED 180 cal days	TIME STARTED 7-25-81	WORK STARTED 7-30-81
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 64 %	WORK COMPLETED 49 %	

REMARKS

NW. SECOND STREET - OLD OREGON TRAIL (ONTARIO) SECTION
OLDS FERRY - ONTARIO HIGHWAY
Grading, Paving & Signals

This project includes selected widening and curbing to provide for a 14-foot median turn lane. Also included is traffic signal revisions and other selected safety improvement work.

Work Completed

The grading and paving work is nearly complete. Except for the signal pole bases and the concrete work at the South Oregon Street intersection, most of the concrete work has been completed.

Work in Progress

The contractor was placing reinforcement steel and doing form work for the wall at the southeast quadrant at the South Oregon Street intersection.

(more)

RECEIVED
STATE HWY ENGR
DEC 29 '81
REFER TO Kenney
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Comments

The locations of the proposed signal pole bases were reviewed and found to be satisfactory.

Traffic control through~~t~~out the project is satisfactory.

The progress of the work is reported as Satisfactory, as it is felt the project can be completed within the allotted contract time.

Extra Work Order No. 2 provides for the relocation of approximately 110 linear feet of 12-inch subway drain pipe. The pipe was inadvertently destroyed during removal of existing curb, gutter, and driveways. Location of this outlet for the subway drain pump was not shown on the plans and was not known by project personnel. The contractor was not negligent in performing the contract work and, therefore, is not responsible for the damage to the drain pipe. The estimated cost of the repair work is $1,470. This work is considered to be "participating."

--DBC--

9325

10-19-81

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-21-5(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Malheur

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00102

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/14/81

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Secondary 455

10. GENERAL LOCATION:

West 2nd Street - I-84 (Ontario) Section

11. GENERAL DESCRIPTION OF WORK

Temporary relocation of traffic signal interconnect

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ XX CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 9/14/81 as requested in Mr. Keasey's letter of 9/29/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for a TEC of $650 Federal Funds $585.

RECEIVED
STATE HWY ENGR
OCT 26 '81
REFER TO Moehring
FOR

Info	Inves	R/D	D/K	[✓ Sign]	Act	File

orig 10-26

14. DATE 10/19/81

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

GENERAL FILES

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

DATE: June 23, 1981

TO: FILE

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 9, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened July 9, 1981, on the following projects:

1. Auburn Avenue-Broadway Street (Baker)
   Dewey Avenue-Broadway Street (Baker)
   2nd and 4th Streets, Baker County
   Grading and Paving

   Bikeways to be constructed on this project will be both separate bikeways and shared parking/bikeways depending on the available street width.

2. Austin Rock Production
   John Day Highway, Grant County
   Aggregate Crushing

   Footpaths or bicycles trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. N.W. 2nd Street-Old Oregon Trail Highway (Ontario)
   Olds Ferry-Ontario (Idaho Avenue) Highway, Malheur County
   Grading, Paving and Traffic Signals

   Five-foot sidewalk will be constructed for pedestrian and bicycle use.

4. Alexandra Avenue-Hardcastle Avenue (Woodburn)
   Park Avenue, Marion County
   Grading and Paving

   Five-foot sidewalks will be constructed for pedestrian and bicycle use. Also six-foot shoulders are available for bicycle use.

Contains
Recycled
Materials
81-125-1387

5. Arterial Street Overlay Project No. 2 (Portland)
   Several Streets Throughout Portland, Multnomah County
   Paving

   Same as No. 2

6. N. Columbia Way/W. Columbia Blvd./N. Portland Rd. Intchge Ramp
   Multnomah County
   Grading, Paving and Signals

   Interchange Ramp Reconstruction

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2 subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

RPS:ge

cc E. S. Hunter
   D. G. Talbot
   L. E. George
   F. E. Terpin
   George Bell
   Don Harwell

9325

June 17, 1981

City of Ontario
City Hall
Ontario, OR 97914

AGR 4

Attention: Dick Franks
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 2553

Gentlemen:

Attached for your files is a fully executed copy of an agreement for the installation of traffic signals in Ontario.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
Enclosure

bc: Don Harwell (agreement attached)

6-17-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-21-5(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00102

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/17/81

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Secondary 455

10. GENERAL LOCATION:
West 2nd Street - I-84(Ontario) Section

11. GENERAL DESCRIPTION OF WORK
Grade, Pave and signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Roadside Seeding and Mulching $600

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's June 15, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $421,090 Federal Funds $378,981.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUN 23 '81
REFER TO
Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 6/17/81

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1325

2

ORE-IDA TRUCK STOP, INC.

BOX 579
ONTARIO, OREGON 97914
(503) 889-8668

RECD
DOT DIRECTOR
JUL 2 '81
REFER TO
Rubin
FOR
Info | Inves | R/D | D/R | Sign | Act | File

File

R

Please advise me [illegible]

June 16, 1981

Mr. F. B. Klaboe, Director
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Klaboe:

Thank you for your informative letter of June 11, 1981. Via a carbon copy of this letter, I am also responding to Governor Atiyeh's letter of June 8, 1981.

I appreciate your additional consideration of the problem facing our company when the State Highway Division embarks on its proposed Idaho Avenue safety improvement project in Ontario. The additional curb-cut length will be most helpful in allowing truck ingress and egress for our truck stop.

Let me set the record straight regarding the safety project: I strongly favor improvement of Idaho Avenue to enhance safety. Regarding the high accident rate, you state that "the section in front of your business was one of the worst" in the State of Oregon for 1978. This is simply not true. We have been in possession of the subject property since January 8, 1978 and have a first-hand knowledge of the accident occurances adjacent to our business. Perhaps a review of your files will show that the total accident rates on all of Idaho Avenue may be higher than average. If the accidents are occuring in the 600 block of East Idaho, why in the name of common sense and highway engineering genius would you invest State Highway funds in a stop light in the 200 block of West Idaho Avenue--some eight blocks distance!

I suggest that a review of the project with your engineers would demonstrate to you that lane-restriping, additions of sidewalks, curbs and gutters and a single stop light (on West Idaho Avenue) isn't going to remedy the problem your engineers have identified on East Idaho Avenue.

Yours very truly,

OREGON-IDAHO TRUCK STOP, INC.

By Ross E. Butler
Ross E. Butler, President

RECEIVED
STATE HWY ENGR
JUL 7 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc: Governor Victor Atiyeh
Anthony Yturri, Oregon Transportation Commission

933

June 11, 1981

TRA 10-5

Mr. Ross E. Butler
Oregon-Idaho Truck Stop, Inc.
Box 579
Ontario, OR 97914

Dear Mr. Butler:

You expressed concern about the proposed Idaho Avenue safety improvement project in Ontario in a May 22 letter.

I have checked into the project and find that the Idaho Avenue Section of the Olds Ferry-Ontario Highway between West Second Street and I-84 has experienced an extremely high accident frequency rate in recent years. As a matter of fact, the section in front of your business was one of the worst. It was one of the top ten high-accident locations for the State in 1978. In addition, in the preceding three-year period, there were 21 reported accidents at this location.

Because high-accident locations are usually at street intersections, this is of special concern to traffic engineers. Engineers attribute this to a combination of left-turning movements and uncontrolled access to the adjacent property.

A review of the proposed project indicates it would widen the street west of the underpass to 64 feet; fully utilize the existing 64-foot curbed section east of the underpass; provide curbs for access control where none now exist; add a three-phase traffic signal at West Second Street; and upgrade the two existing signals at Oregon Avenue and East Second Street to three-phase operation which will provide a separate cycle for left-turn movements.

A 64-foot street section will provide four through-traffic lanes and a 14-foot median lane for left-turning traffic. It is no way narrow or substandard and fully utilizes the street. It allows no parking.

Your property is to be provided with two access points; one just easterly of your pump island, and the other westerly of the island. These access points have a curb cut with a full bottom width of

45 feet, and an 8-foot taper to full curb height at each end of the depressed section. Many truck movements are made out of streets with less width than this. In fact, the width of East Third and Fourth Streets in Ontario near your business is wider than streets in many communities, being about 52 feet between curbs. It is my belief that drivers experience little trouble in turning onto these streets, using less than half this width between curbs.

Because of your concern, the Highway Division has agreed to a curb opening of 49 feet for your accesses.

The Federal Highway Administration has reviewed the project and approved it for funding under its safety program.

It is my belief that the project should definitely reduce the high accident rate that is being experienced on this stretch of heavily used highway. I am convinced it is a good project.

Sincerely,

F. B. Klaboe
Director

cc: Anthony Yturri, Chairman
Oregon Transportation Commission

bc: H. S. Coulter
W. E. Schwartz
George Bell

9325

VICTOR ATIYEH
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

June 8, 1981

Ross E. Butler
Oregon-Idaho Truck Stop, Inc.
Box 579
Ontario, OR 97914

I have been informed that the Idaho Avenue section of highway was selected for improvement because of the extremely high accident frequency experienced in recent years.

As a matter of fact, the section in front of your business was in the top 10 high accident locations in the state in 1978. In the preceding three-year period, there were 21 reported accidents at this location. This rate is of special concern to traffic engineers because high accident locations are usually at street intersections.

The project, as proposed, would provide a 64-foot section with curbs for access control where none now exist; add a three-phase traffic signal at West Second Street; and upgrade the two existing signals to three-phase operation to provide a separate cycle for left-turn movements. These changes should make the section much safer.

The project has won approval from the Federal Highway Administration for funding under its highway safety program.

My information indicates the project should significantly reduce the high accident rate on this section of highway, and is in the best interest of the motoring public, particularly the citizens of Ontario.

Sincerely,

Victor Atiyeh
Governor

VA:vl

bc: Highway

6/16

RECEIVED
STATE HWY ENGR
JUN 15 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

VICTOR ATIYEH
GOVERNOR

Oregon Transportation Commission

OFFICE OF ANTHONY YTURRI, 89 S.W. THIRD AVENUE, ONTARIO, OREGON 97914

In Reply Refer To
File No.:

May 27, 1981

Mr. Fred Klaboe, Director
Oregon Transportation Commission
Transportation Bldg
Salem, OR 97310

Dear Fred:

I am herewith enclosing a copy of a letter which was written by Ross E. Butler to the Governor with copies to myself, Smith and Jones, as well as the local editor. I don't trust these people too much nor their analysis.

Consequently, I would like to have you have someone look into this so that we, in addition to the Governor, may respond.

It is likely that the Governor will direct this to your attention anyway, but I want to be certain that it receives an appropriate reply. I can tell you more about the people when I next see you.

Sincerely,

Tony

Anthony Yturri
Chairman

AY:HRF

Enc

P. S. The testimony before the Legislature Committee went off very well.

RECEIVED
STATE HWY ENGR
MAY 29'81
REFER TO
Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

RECEIVED
DOT DIRECTOR
MAY 29 '81
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

Form 734-3122

ORE-IDA TRUCK STOP, INC.

BOX 579
ONTARIO, OREGON 97914
(503) 889-8668

May 22, 1981

Governor Victor Atiyeh
State House
Salem, OR 97310

Dear Governor Atiyeh:

IN RE: STATE HIWAY CONDEMNATIONS FOR "SAFETY"(?) PURPOSES

It now appears that no relief is forthcoming from the Engineers who are responsible for design and construction of "safety" curbs and gutters which will materially impair the access to our truck stop. The entire program has been conceived, developed and implemented without regard to private property or public consultation with potentially agrieved parties.

The facts, in brief, are:

- Our truck stop is presently the only full service truck stop in the Ontario area--even though competition is keen from several truck stops across the river, in Idaho. Our business pivots on the Salt Lake City/Portland/Seattle trade. Many other businesses may also be adversely affected by the "safety" curb and gutter program.
- For many, many years traffic has continued relatively unhampered to and from the Oregon hiway 20-26 (in front of) and freeway I-84 (adjacent to) the truck stop.
- The current "safety" hiway construction program is to add a 5th (left-turn) lane to hiway 20-26 by addition of curbs, gutters and sidewalks, thus substantially narrowing the existing 4 lanes. (Somehow, re-striping will make the narrowed hiway "look" wider.)
- Eventhough Oregon State studies prove a truck may utilize 55 feet for a 90° turn, maximum curb cuts for "safety" purposes are limited to 36 feet. (Our own studies reveal that for 90° turns, across a straight line, an 18 wheel truck trailer turns in 42 feet to 46 feet; tandems and triples take more turning space. A shorter turn-radius across a straight line can be accomplished by encroaching upon adjacent traffic lanes--causing a further safety hazard.)

The conclusions we are drawn to are:

- The proposed 5 (with left turn) lane hiway is an excellent idea, but narrowing the existing hiway, then adding the 5th lane is hazardous.

- A study of additional lights with a 5th lane needs to be made. City improvement of arterial flow side streets could be done in conjunction with added stop lights. Curbs should not be installed where they will interrupt traffic flow.

- To the extent that the State of Oregon limits access to existing businesses or otherwise diminishes the value of such establishments, the State will be liable for all such damages.

- Upon consultation with private engineers, if there appears to be additional safety hazards created by the State Hiway Department's "safety" curb and gutter program the State of Oregon should be held fully responsible for any and all injuries, loss of life, limb or property resulting from the hazards created by the State in its so-called "safety" program.

Isn't there a place Oregon could spend its excess share of State and Federal hiway funds where some good could be accomplished by spending those tens of thousands of dollars? Our opinion is that there are too many worthy hiway projects without spending money on dead-end sidewalks that begin and end nowhere.

Yours very truly,

OREGON-IDAHO TRUCK STOP, INC.

By Ross E. Butler
Pres.

CC:
State Senator Bob Smith
State ~~Senator~~ Rep. Denny Jones
State Hiway Department--Anthony Yturri ✓
Editor, Ontario Argus Observer

COPY

9325

No. HES

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/9/81
Donald L Rout

Tom ✓

July 9, 1981 Bid Letting ________ All Clear Deadline

SECTION NW 2nd St.-Old Oregon Trail (Ontario)
Highway Olds Ferry-Ontario (Idaho Avenue)
County Malheur Region 5
Type of Work G-P-Signals Funds HES
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

Const Noise ✓
HES-21-5(6)

2 Exc

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☒	☐	☐	☒

9325

STATE OF OREGON

No 455

INTEROFFICE MEMO

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: May 28, 1981

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening June 25, 1981

Federal-aid Project No. HES-21-5(6) Highway No. 455 State

Federal-aid Project Name NW 2nd St.-Old Oregon Trail (Ontario)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project. This report does not include the status of Railroad & Utilities' files that may be in the area of this contract, but are reported separately by our Utility Section.

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

FCL: jr

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

1 Versteeg ✓
Anderson
3 Christensen W
Olson
2 Sullivan JWL
Terpin
Trout
Wakerlig

RECEIVED
MAY 28 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

Contains Recycled Material

9325

No. 155

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/27/81
Donald L Rount

Tom

June 25, 1981 Bid Letting ____ All Clear Deadline

SECTION NW 2nd St-Old Oregon Trail Hwy (Ontario)
Highway Olds Ferry-Ontario (Idaho Ave.)
County Malheur Region 5
Type of Work G-P-Sig Funds HES
State ____ Consultant ____ Plans Avail. ____ Yes ____ No

Const. Noise ✓

2 Exc

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☐	☐	☐	☐

9325

4-29-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-21-5(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00102

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/29/81

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Secondary 455

10. GENERAL LOCATION:
West 2nd Street - I-84 (Ontario) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See bleow

13. REMARKS

As requested in Mr. Swan's letter of 4/24/81 I approve the program change as follows:

1) Chatacter of Proposed Work: Change to read PE, Gr., Dr., H-T Pave. & Traffic Signals.
2) Work Type CONST: Add Code Y031.
3) Estimated Project Cost by Phases: Change CONST to read ...

	TEC	FF	SF
	350,000	315,000	35,000
Project Totals	373,000	335,700	37,300

4) Project Data: Change No. 3 to read "Upgrade existing traffic signals and controller, install multi-phase traffic signal at W. 2nd and Idaho Ave., adjust utilities as required and incidental work common to this type of project
5) Add Data for PR-37:

Code	TEC
6201	$250,000.00
Y031	100,000.00
TOTAL	$350,000.00

RECEIVED
STATE HWY ENGR
MAY 1 '81
REFER TO [illegible]
FOR
Info Inve Act File

14. DATE 4/29/81

15. SIGNATURE OF APPROVING OFFICIAL G K Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9755

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

April 24, 1981

TO: D.E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 00102
Project No. HES-21-5(6)
W. 2nd St.- I-84 (Ontario) Section
Malheur County

I request your approval of a program change to include a traffic signal installation at the intersection of W. 2nd St. and Idaho Avenue requiring modifications of the PR-1 as follows:

1) Character of Proposed Work: Change to read PE, Gr., Dr., H-T Pave. & Traffic Signals.

2) Work Type CONST: Add Code Y031.

3) Estimated Project Cost by Phases: Change CONST to read ...

	TEC	FF	SF
	350,000	315,000	35,000
Project Totals	373,000	335,700	37,300

4) Project Data: Change No. 3 to read "Upgrade existing traffic signals and controller, install multi-phase traffic signal at W. 2nd St. and Idaho Ave., adjust utilities as required and incidental work common to this type of project."

Form 734-3122

5) Add Data for PR-37:

Code	TEC
6201	$250,000.00
Y031	100,000.00
TOTAL	$350,000.00

Traffic Signal Warrant, Collision Diagram and other traffic data are attached.

DRH:bkc
Attachments

cc: L.E. George
General Files

9325

2.

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

April 17, 1981

Doug Tietze
Director of Public Works
City of Ontario
444 S.W. 4th St.
Ontario, Oregon 97914

Dear Doug:

Re: Signal Agreement No. 2553
Olds Ferry-Ontario Highway at W. 2nd St.,
E. 2nd St. and Oregon St.

Thank you for your letter of April 15, 1981 conveying the concerns of the Mayor and City Council with respect to paragraph 2, State Obligations.

We do not wish to change the wording of paragraph 2 as O.R.S. 487.850 clearly defines the responsibility "for safe and expeditious control of traffic" lies with the State. Any additional statements may tend to cloud the issue of final and complete jurisdiction.

However, upon request, we have always worked with Local Governments to achieve a realistic traffic flow in a given area. This agreement will not affect the City's voice in the movement of traffic that is controlled by the traffic signals.

I am returning four copies of the agreement for approval of the City.

Do not hesitate to call me if you have any additional questions.

Sincerely,

Roger C Lang
Roger C. Lang
Region Federal Aid Engineer

RCL/dp
cc: L. E. George
D. E. Swan
P. F. Burnett

Form 734-3122

9325

CITY OF Ontario..... THE CAPITAL OF EASTERN OREGON

444 S.W. 4TH ST.
ONTARIO, OREGON
97914

☐ RE ☐ RCE ☐ RME ☐ ROE
☑ RFA APR 17 1981 ☐
RECEIVED
REGION 5 OFFICE

April 15, 1981

Mr. Roger Lang
Region Federal Aid Engineer
Department of Transportation
State Highway Division
P.O. Box 850
LaGrande, Oregon 97850

Dear Roger:

The Mayor and City Council have reviewed Agreement No. 2553 concerning construction/finance of traffic signals to be installed on Idaho Avenue at West 2nd, East 2nd and Oregon Streets. They approved the agreement with one minor revision. They would like to revise Paragraph 2. under State Obligations to read as follows:

> "State shall, upon completion of the project, perform all necessary maintenance for operation of the traffic signal equipment, and shall retain jurisdiction and control of the timing established for operation of the traffic signals, provided however, that the City shall have the right to request and receive consideration from the State for changes to the timing of the traffic signal which are deemed necessary and desirable in order to maintain a safer and more expedious flow of traffic."

I have returned the four copies of the agreement which were mailed to us. If this revision is acceptable to the State, would you please revise the agreement and resubmit it to us for the Mayor's signature?

Sincerely,

Doug Tietze

Doug Tietze
Director of Public Works

DT:rmg

cc: City Manager

cy L.E. George
D.E. Swan
P.F. Burnett

9325

455

March 16, 1981

W. E. Schwartz
Region 5 Engineer

N. E. Mann
N. E. Mann
Design Team Supervisor

NW 2nd St.-Old Oregon Trail (Ontario)
Olds Ferry-Ontario Highway
Malheur County

Would you review and give us your comments and responses to the attached proposed design change that is being recommended by the Traffic Section. This change involves the intersection at Idaho Avenue and S. Oregon Street.

The original design, east of Oregon Street, called for 10-foot outside lanes, 9-foot inside lanes, and a 9-foot left turn lane. The Traffic Section does not concur with the use of these substandard lane widths and do not believe that FHWA will approve them. They have, therefore, proposed the design shown on the attached drawing.

It should be noted that this design does not provide for a westbound to southbound left turn movement. Also, it means that approximately 100-feet of curb, walk, concrete railing, concrete wall, etc., will have to be removed and reconstructed on each side of Idaho Avenue. It is possible that more right of way will be needed. The information we have is insufficient to determine this.

If you have any questions regarding the proposed design change contact Glen Clark in the Traffic Section.

This is an HES funded project. We are requesting by a copy of this letter that L. E. George, Traffic Engineer, review the funding for this project. The current estimated cost for the project without the proposed revision is $475,000. This includes three traffic signals. The cost of the proposed revision is estimated to be $35,000 bringing the total estimated cost up to $510,000. Can this be funded with HES funds?

This project is scheduled for a June 25, 1981, letting. We need your comments and response by April 1.

NEM:ab
cc: L. E. George
Ken Wolfe

9325

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Oregon Transportation Commission and under authority delegated to me to approve Title II projects, I approve the following:

Section	Total Cost	Federal Funds	State Funds	Local Govt. Funds	Approval Date
West 2nd St.-I-84 (Ontario) Section Olds Ferry-Ontario Highway Malheur County	$373,000	$335,700	$37,300	-0-	2-9-81
Pacific Hwy. W @ Killingsworth St. (Portland) Multnomah County	120,000	108,000	12,000	-0-	2-10-81
Boone Rd.-Barnes Rd. (Salem) Section Pacific Highway East Marion County	165,000	148,500	16,500	-0-	2-24-81
Oregon Coast Hwy. @ 22nd St. (Reedsport) Douglas County	80,000	72,000	8,000	-0-	3-10-81
Pendleton Signal Upgrading Pendleton and Pendleton-John Day Highways Umatilla County	300,000	270,000	30,000	-0-	3-11-81

PROJECTS CANCELLED

Section	Total Cost	Federal Funds	State Funds	Local Govt. Funds	Approval Date
SPTC @ Butler Bridge Road (Toledo) PUC Crossing No. CK-765.00-C Lincoln County	35,000	31,500	3,500*	-0-	2-10-81
SPTC @ Butler Bridge Road (Toledo) PUC Crossing No. CK-765.10-C Lincoln County	40,000	36,000	4,000*	-0-	2-10-81

3-13-81
orig. to
Gorman

PROJECTS CANCELLED (Continued)

Section	Total Cost	Federal Funds	State Funds	Local Govt. Funds	Approval Date
SPTC @ Butler Bridge Road (Toledo) PUC Crossing No. CK-765.15-C Lincoln County	$ 50,000	$ 45,000	$ 5,000*	-0-	2-10-81
SE 85th Ave.-SE 88th Ave. Section Mt. Hood Highway Multnomah County	80,500	72,450	8,050	-0-	2-10-81

*State Grade Crossing Protection Funds administered by PUC

3/13/81
Date

H. S. Coulter
H. S. Coulter
State Highway Engineer

PRO-6

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: February 4, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Addition to Title II Hazard Elimination Project

Region 5 has requested that a traffic signal installation at W. 2nd Street and Idaho Avenue be added to the existing W. 2nd Street-I-84 project in Ontario. This would increase the estimated project cost by $50,000.

In summary:

JURISDICTION	PROJECT NAME	*TOTAL COST	FEDERAL FUNDS	STATE FUNDS
State	West 2nd Street-I-84 (Ontario) Section Olds Ferry-Ontario Hwy. Malheur County	$373,000	$335,700	$37,300

* - Including additional traffic signal

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. George
Traffic Engineer

NOTED
DWAYNE HOFSTETTER

NOTED
L. E. GEORGE

NOTED
GLEN L. CLARK

RHB:er

Attachment

2-9-81
orig. to [illegible]
cy [illegible]
Files

APPROVED:

H S Coulter
State Highway Engineer

DATE: 2/9/81

RECEIVED
FEB 9 1981
TRAFFIC ENGINEERING

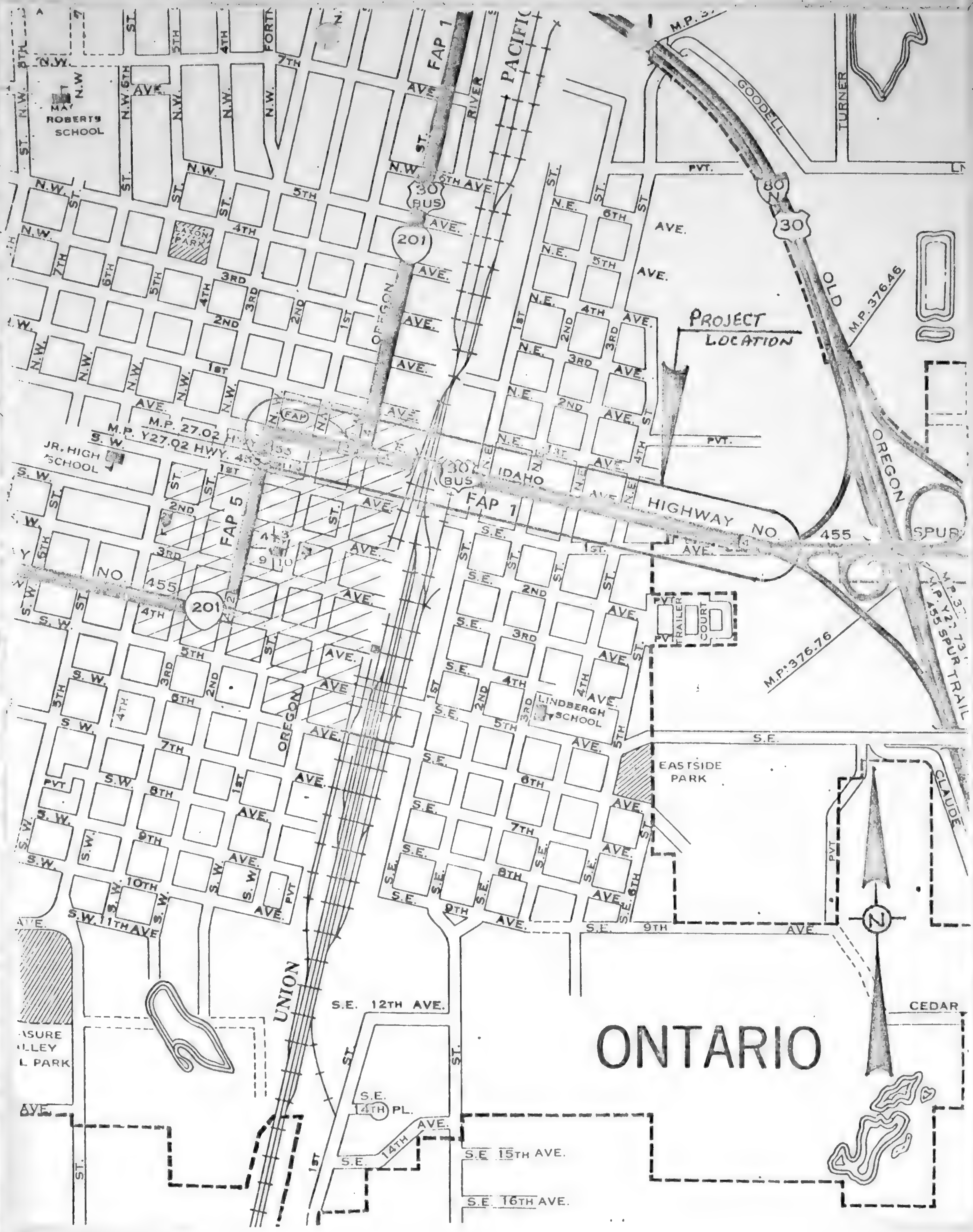
RECEIVED
STATE HWY ENGR
FEB 6 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials
81-125-1387

SP*75683-


PROJECT LOCATION
ONTARIO
MAY ROBERTS SCHOOL
JR. HIGH SCHOOL
LINDBERGH SCHOOL
EASTSIDE PARK
TRAILER COURT
PLEASURE VALLEY PARK
M.P. 27.02 HWY. 455
M.P. Y27.02 HWY. 455
HIGHWAY NO. 455 SPUR
NO. 455
M.P. 376.46
M.P. 376.76
M.P. Y27.73 455 SPUR
OLD OREGON TRAIL
GOODELL
TURNER
CLAUDE
CEDAR
PACIFIC
UNION
FAP 1
FAP 5
30 BUS
201
80 N
30
IDAHO AVE.
OREGON ST.
RIVER ST.
S.E. 9TH AVE.
S.E. 12TH AVE.
S.E. 14TH PL.
S.E. 14TH AVE.
S.E. 15TH AVE.
S.E. 16TH AVE.
S.W. 11TH AVE.
N

9325 3-81

NOISE STUDY REPORT

NW 2nd Street-Old Oregon Trail Highway
Olds Ferry-Ontario Highway (Idaho Avenue)
City of Ontario
Malheur County

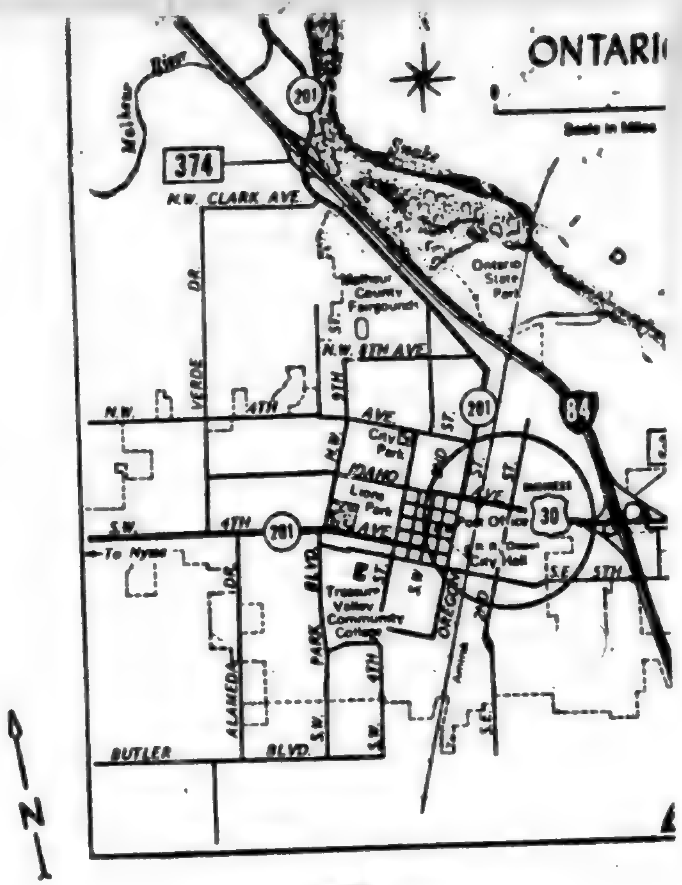
Prepared by:

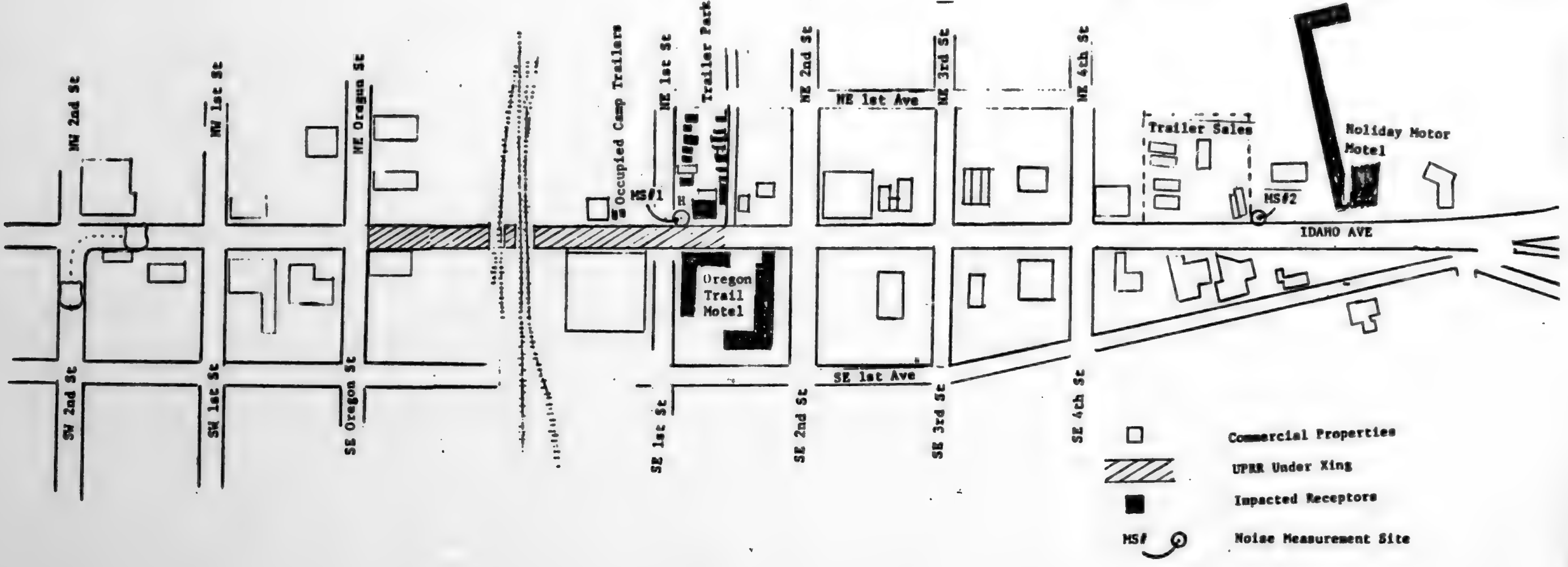
Oregon Department of Transportation
Technical Services Branch
Gerald Morrison, Environmental Section

February 1981

MAP 1

N.W. 2nd St. - Old Oregon Trail Hwy.
Olds Ferry - Ontario Hwy. (Idaho Ave.)
City of Ontario, Malheur County


ONTARI
Malheur River
Snake
374
N.W. CLARK AVE.
201
84
30
VERDE DR.
Malheur County Fairgrounds
N.W. 5TH AVE
N.W. 4TH AVE
City Park
IDAHO
Lions Park
S.W. 4TH AVE
To Nyssa
Post Office
City Hall
Treasure Valley Community College
OREGON
ALAMEDA DR.
PARK BLVD.
BUTLER BLVD.
N


NW 2nd St
NW 1st St
NE Oregon St
Occupied Camp Trailers
NE 1st St
Trailer Park
NE 2nd St
NE 1st Ave
NE 3rd St
NE 4th St
Trailer Sales
Holiday Motor Motel
MS#1
H
MS#2
IDAHO AVE
Oregon Trail Motel
SE 1st Ave
SW 2nd St
SW 1st St
SE Oregon St
SE 1st St
SE 2nd St
SE 3rd St
SE 4th St
Commercial Properties
UPRR Under Xing
Impacted Receptors
MS#
Noise Measurement Site

NW 2nd Street-Old Oregon Trail Highway
Olds Ferry-Ontario Highway
City of Ontario
Malheur County

I. PROJECT DESCRIPTION

The project will widen and improve a .72 mile section of Idaho Avenue to a 64 foot pavement width. The improved facility will include two 14-foot, two-11 foot and one 14-foot (continuous left-turn) lanes. Widening will not take place at the Union Pacific Railroad undercrossing. All work can be accomplished within the existing right-of-way.

The purpose of this project is to relieve the traffic congestion that is a result of extensive commercial development along SE Idaho Avenue. Expected benefits include greater traffic safety, an improved level of service, and an improved connection between I-84 and downtown Ontario and to state highways to the west. Uncontrolled access along the project classifies this as a Type 1-B project, according to FHPM 7-7-3.

II. DETAILED NOISE ANALYSIS

A. Activities or Land Uses Adjacent to Project

Current land uses adjacent to the project are primarily commercial in nature (see Map 1). Only a few residences still remain and most of these have business associations. The project will be highly compatible with adjacent land uses and will serve to further stimulate commercial activity in the area.

The Old Oregon Trail Highway (Interstate 84) borders the east end of the project.

B. Predicted Traffic Noise Levels

This analysis was conducted in conformance with FHPM 7-7-3, "Procedures for Abatement of Highway Traffic Noise and Construction Noise."

TABLE 1

TRAFFIC DATA AND PREDICTED NOISE LEVELS

NW 2nd Street-Old Oregon Trail Highway
Olds Ferry-Ontario Highway (Idaho Avenue)

(Peak Truck Hour)
4:00-5:00 p.m.

Year	Autos	Medium Truck	Heavy Truck	Speed (mph)	Noise Level @ 50' from Road ℄ (Leq dBA)
1980 (Existing)	1330	45	70	30	70
2000 (No-Build)	2000	70	105	24	70
2000 (Build)	2000	70	105	27	71

TABLE 2

FEDERAL HIGHWAY ADMINISTRATION DESIGN NOISE LEVEL STANDARDS

Activity Category	Design Noise Levels $L_{eq}(h)$	Description of Activity Category
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	For requirements on undeveloped lands see paragraphs 11a and c.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

The FHWA Highway Traffic Prediction Model (FHWA-RD-77-108) was used to predict noise levels at 50 feet from the road centerline to determine if receptors adjoining the project would be impacted. The prediction method utilizes vehicular volumes, truck volumes, the vehicular speeds and topography. Traffic conditions producing the worst case noise level in the design year 2000 were analyzed. The peak truck hour condition produces the highest noise level and is used as the worst case.

Traffic volume projections are the same for both the Build and No-Build alternative. Slightly higher travel speeds for the Build alternative are a result of the project removing the left turn vehicles from the main flow of traffic. An increase in noise levels for the Build alternative is a direct result of higher projected travel speeds. Noise levels exceed the Leq 67 dBA design level but are below the Leq 72 dBA design level. (See Categories B and C in Table 2).

C. Measured Noise Levels

Existing noise levels were measured with instruments* meeting the requirements set forth in ANSI Standard S1.4-1971, as specified in FHPM 7-7-3.

Two site locations were chosen for noise measurements (see Map 1). Measurements were made to determine the existing noise levels, the extent of traffic impacts, and to validate the prediction methodology. The noise measurements are summarized in Table 3--hourly vehicular volumes are estimates based on those recorded during the measurement period. The measurements were checked against the FHWA prediction model using recorded traffic volumes and found to be in close agreement. The number of vehicles during the measurement period do not represent peak traffic hour volumes and therefore do not necessarily reflect the existing worst noise levels.

---

* Nagra IV-5 recorder in conjunction with a B & K Type Sound Meter, Model 2209-B.

TABLE 3

NOISE MEASUREMENT AND OBSERVED TRAFFIC DATA

Site No.	Time and Date	Measured Noise Level (Leq dBA)	Predicted Noise Level (Leq dBA)	Distance From Roadway Centerline	TRAFFIC VOLUME (Veh./hr.)			
					Autos	Medium Trucks	Heavy Trucks	Speed (mph)
1	9:30 am 2-5-81	65	67	62 ft.	1043	36	18	35
2	10:30 am 2-5-81	71	70	50 ft.	1065	30	54	35

The existing noise levels along the project are primarily dominated by highway noise. However, noise levels generated by trains on the UPRR tracks are significant on this project. The close proximity of the railroad tracks and sidings (project area between SW Oregon Avenue and SE 1st Street) has conditioned the neighborhood to periodic loud noise levels.

D. Traffic Noise Impacts

Traffic noise levels exceed the Leq 67 dBA (exterior) and the Leq 52 dBA (interior) design noise levels for land use categories "B" and "E" respectively at the right-of-way line. Impacted receptors include two motels, one house, two camp trailers, and a mobile home court (see Map 1). These traffic noise impacts occur for both the build and no build alternatives.

E. Evaluation of Noise Abatement Measures

Noise mitigating methods, such as the possible prohibition of truck use, vehicle time use restrictions, and modified speed limits, were investigated as to feasibility and effectiveness. Since this project involves a business route and a primary Oregon Highway with a Federal highway designation (U.S. 30), use of traffic control measures would adversely impact both the flow of interstate commerce and the convenience of the motoring public. Therefore, this type of mitigation will not be implemented.

Mitigating traffic generated noise levels can also be accomplished by sound barriers, such as suitable walls or earthen berms. Sound reducing barriers, however, should be long enough or situated so as to prevent the flanking of noise around the ends of barriers. Barriers must also be continuous without breaks or holes to be effective.

Holiday Motor Inn

Direct access to Idaho Avenue would require openings in a noise barrier, precluding effective acoustic design. No mitigation is recommended.

Oregon Trail Motel

Direct access to Idaho Avenue would require openings in a noise barrier, precluding effective acoustic desitn. In addition, the physical setting of the buidings would cause the location of the noise barrier to be too close to the motel units and thus be judged impractical. No mitigation is recommended.

House, Camp Trailers and Trailer Court

Both the house, camp trailers and trailer court behind will be impacted by traffic noise (see Map 1). A sound wall at first glance appears to be feasible. However, the access to the alley and roadside business ajoining the property on the east would restrict the length of the barrier and reduce noise attenuation. In addition, noise reflections from a wall would cause noise levels to increase at the Oregon Trail Motel on the opposite side of Idaho Avenue. The close proximity of the UPRR tracks on the west subjects these residences to periodic loud noises. Finally, the impacted residences do not conform to existing land use, land use plan or zoning*. For all these reasons, noise mitigation will not be implemented.

III. CONSTRUCTION NOISE ANALYSIS

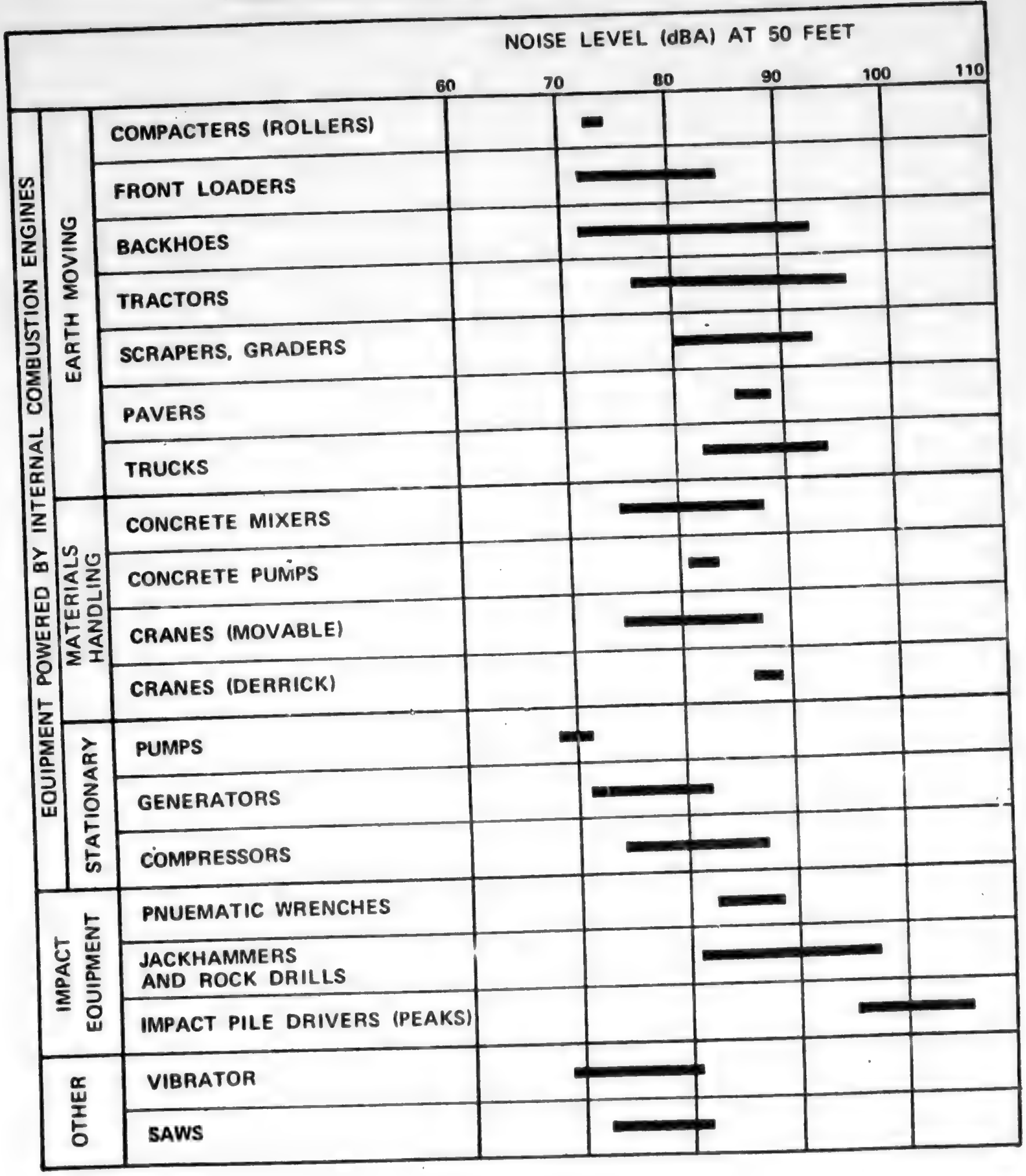
Areas adjacent to the project will be exposed to additional noise levels during construction. These noise levels will come from the construction equipment used. Typical noise level ranges of construction equipment (at 50 feet) are shown in Table 4. It is anticipated that project will utilize asphalt paving equipment and heavy trucks to haul materials. Mitigating construction

---

* Don Andrews (Associate Engineer), City of Ontario.

TABLE 4

CONSTRUCTION EQUIPMENT NOISE RANGES



noise, by the temporary placement of sound barriers, is not practical because of the short duration of construction work on the project and for the reasoning that permanent barriers were not suggested.

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have a unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Schedule noise construction operations near the middle of the day.
4. Notify nearby residents whenever extremely noisy work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

IV. LOCAL COORDINATION AND NOTIFICATION

To date, no communications have taken place with local officials concerning this traffic noise study.

Predicted traffic noise levels for the year 2000 are in conflict with the FHWA design noise levels for land use activity Category B and E (see Table 2).

It is urged that the city remain cognizant of this conflict along the Olds Ferry-Ontario Highway, and that land use plans, zoning, and/or building code requirements be made compatible with the noise environment.

A copy of this report will be sent to the City of Ontario and to the Malheur County Planning Department for their information.

9325

2.

TRA 7-6

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan Attn: M. C. Holmes
Operation Programming Engineer

DATE: February 25, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: West 2nd Street - I-84
Olds Ferry - Ontario Highway
Ontario

In addition to the data that you have previously received concerning signalization for the subject project, attached is information pertinent to another signal to be included in the project agreement. This location is at the intersection of Idaho Avenue and West 2nd Street. The State will maintain and the City will pay for the power.

The existing signals at Oregon Street and Idaho Avenue (Old Ferry - Ontario Highway and Ontario Spur) are now covered by an agreement dated November 7, 1955. At the time of signing, this was the Old Oregon Trail Highway, No. 6. This should be voided. The State will maintain and the City will pay for power, for the revised installation.

The existing signal at the intersection of Idaho Avenue and East 2nd Street is also covered by an existing agreement dated June 29, 1962. This should be voided as the State will maintain the revised installation with the City supplying power.

If further information is needed, please let us know.

C&A no. 2553

L. E. George

L. E. George
Traffic Engineer

BET:er

Attachment

cc: W. E. Schwartz
Bob Aldrich

Contains
Recycled
Materials
81-125-1387

SP*75683-125

932

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S-21-5(6)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 00103

COUNTY NAME Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

6/19
orig

RECEIVED
STATE [illegible]
JUN 15'80
REFER TO: [illegible]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 6/12/80	FEDERAL ROUTE NUMBER Primary 21 STATE ROUTE NUMBER Secondary 455

GENERAL LOCATION:
West 2nd Street--I-84 (Ontario)Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC $23,000 - FF $20,700
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6/4/80 I concur that timesaving procedures enumerated in FHPM 8-2-3 are applicable and also concur that it falls under the Statewide Catagorical Exclusion approved 2/25/80.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/12/80	G. K. Hoonea	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-885

9325.

L

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve Title II projects, I approved the following:

Section	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
Salem Pavement Marking	$157,500	$157,500	-0-	-0-	2-20-80
Barlow Road at Lone Elder Road (Clackamas County)	8,725	7,853	-0-	$ 872	2-20-80
N.W. Cornell Road at N.W. Barnes and Saltzman Roads (Washington County)	65,000	58,500	-0-	6,500	3- 1-80
West 2nd-I-80N (Ontario) Olds Ferry-Ontario Highway	300,000	270,000	$30,000	-0-	3- 4-80
BN at Garfield Street (Eugene)*	62,000	55,800	6,200**	-0-	3- 5-80
SP at 14th Street S.E. (Salem)*	47,000	42,300	4,700**	-0-	3- 5-80
SP at 14th Street S.E. (Salem)*	37,000	33,300	3,700**	-0-	3- 5-80
SP at Tualatin Valley Highway (Hillsboro)*	47,000	42,300	4,700**	-0-	3- 5-80
Tualatin Valley Highway at S.W. 110th Avenue (Washington County)	65,000	58,500	6,500	-0-	3-11-80

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* Project cancellation.
** State Grade Crossing Protection Fund.

March 12, 1980

H. S. Coulter
State Highway Engineer

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

PRO 6-1

TO: H. S. Coulter
State Highway Engineer

DATE: March 11, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Report of Action Under Delegated Authority

Attached is the subject report covering action taken by the State Highway Engineer on Title II projects since the last Commission meeting.

L. E. George
Traffic Engineer

RHB:ds
Attachment

PRO 6-1

INTEROFFICE MEMO

STATE OF OREGON

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: March 3, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II, Section 209 Project

Region 5 has requested a project to accomplish widening, restriping and traffic signal upgrading on ~~Oregon~~ IDAHO Street (Olds Ferry-Ontario Highway) in the City of Ontario.

Construction will be by contract with the State performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	W. 2nd St. -I80N (Ontario) Olds Ferry-Ontario Highway	$300,000	$270,000	$30,000

The project has been investigated and is eligible for funding under Title II, Section 209 (Hazard Elimination Program). We recommend your approval and request that you authorize this project under delegated authority.

3/5.
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cy Traffic
Files

L E George

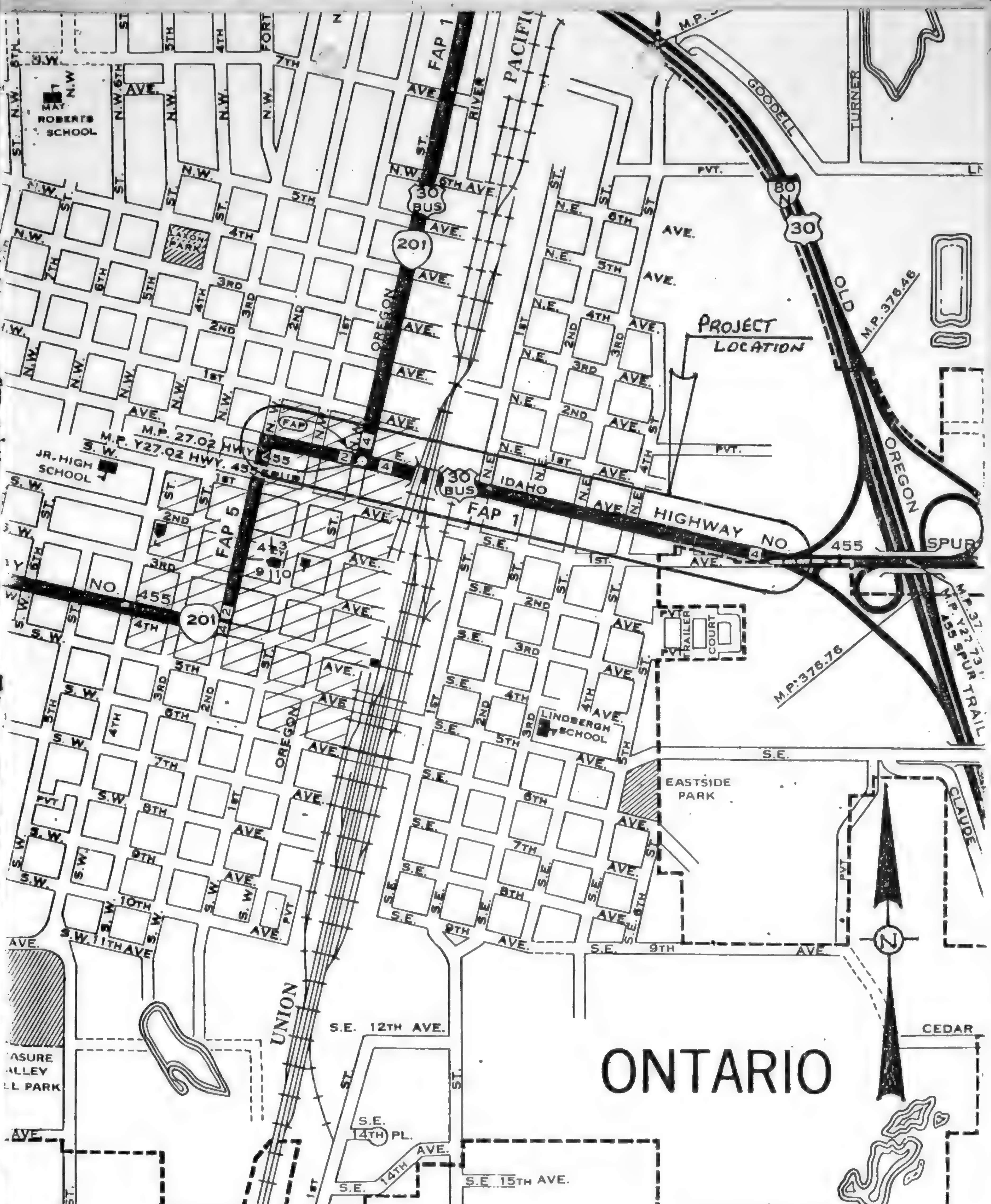
L. E. George
Traffic Engineer

Attachment

APPROVED BY:

For State Highway Engineer

DATE: 3/4/80



PROJECT LOCATION
ONTARIO
N
FAP 1
FAP 5
30 BUS
201
80 N
30
PACIFIC
UNION
OREGON
HIGHWAY NO. 455 SPUR
IDAHO
OLD OREGON TRAIL
GOODELL
TURNER
CLAUDE
CEDAR
M.P. 27.02 HWY. 455
M.P. Y27.02 HWY. 455 SPUR
M.P. 376.46
M.P. 376.76
M.P. 37
M.P. Y27.73
455 SPUR
MAY ROBERTS SCHOOL
JR. HIGH SCHOOL
LINDBERGH SCHOOL
EASTSIDE PARK
LAXON PARK
TRAILER COURT
ASURE ALLEY L PARK
S.E. 12TH AVE.
S.E. 14TH PL.
S.E. 14TH AVE.
S.E. 15TH AVE.
S.E. 16TH AVE.
S.E. 9TH AVE.
S.W. 11TH AVE
N.W. 6TH AVE.
RIVER
FORT
PVT.

1981 Alexandra Ave.-Hardcastle 9326
Ave. Sec. of Park Ave. in Woodburn. (Grading and paving)

c4a 7333 11-21-80, 7-6-81

9326

HIGHWAY DIVISION INVOICE

INVOICE NUMBER 140001

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
8/23/84		CA 3286

CODE NEW: W00DB0R

- CITY OF WOODBURN
- 270 MONTGOMERY ST.
- WOODBURN, OR 97071

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	324	02			$843.25
324-1059	296	00	000		843.25
324-1059	295	00	000		(843.25)

DESCRIPTION		TOTAL PRICE
FINAL BILLING: ALEXANDRA AVE.-HARDCASTLE AVE., PARK AVE. FAP M5301(1) & M5301(2)		
CITY'S SHARE OF COST PER ATTACHED ITEMIZED STATEMENT	PE	$ 839.82
	CONST.	14,822.97
	TOTAL CITY SHARE	$15,662.79
CREDIT FOR WORK PERFORMED BY CITY		(619.54)
CITY'S ADVANCE DEPOSIT		(14,200.00)
BALANCE CITY'S SHARE		$ 843.25

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 23 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

110.00-FINAL BILLING
WOODBUC INV. 3039

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

GARY ZEHNER PH: 378-6011 FOR CORRECTNESS OF CHARGES
OR JANE HENSLEY PH: 378-5035 PREPARER OF INVOICE

9326

OREGON STATE HIGHWAY DIVISION

Revised August 8, 1984

ITEMIZED STATEMENT OF FINAL COSTS DATE: July 26, 1984

CITY: Woodburn AGREEMENT NO: 7333 PROJECT NO: M-5301(1)(2)

CONTRACT NO: 9326 SECTION: Alexandra Ave.-Hardcastle Ave., Park Ave.

PRELIMINARY ENGINEERING (Prefix No. 324-1988):

Project Manager	$ 126.23
Work Performed by City	10,133.50
Final Design	933.16
Region Geology	547.96
Traffic Section	135.71
Region-Utility Liaison	10.52
Audit Services	135.69
Program Section	317.91
Specifications	1,422.64
Environmental Section	168.01
TOTAL P.E. COST	$ 13,931.33
Less Federal Funds	(12,266.98)
BALANCE	$ 1,664.35
Less Non-Participating Proj. Manager Costs	(15.30)
AMOUNT TO BE SHARED	$ 1,649.05

STATE SHARE: 50% of $1,649.05 = $824.53
CITY SHARE: (50% of $1,649.05) + 15.30 = $839.82

CONSTRUCTION (Prefix No. 324-1059):

Payment to Contractor		$206,716.65
Interest on Final Payment		58.76
SFO #2 Adjust Sewer Line (City)		655.65
SFO #3 Furnish & Install Permanent Signing (City)		323.75
Construction Engineering		23,248.29
Work Performed by City		2,030.50
Audit Services		135.69
Program Section		36.46
Salem Lab		766.75
Portland Lab		11.90
Eugene Lab		81.40
Technical Services		35.18
Construction Section		554.25
Region Office		943.43
Training		90.51
TOTAL CONST. COST		$235,689.17
Less Federal Funds		(206,941.99)
BALANCE		$ 28,747.18
Less Non-Participating Costs:		
Payment to Contractor	$840.00	
Interest on Final Payment	58.76	
Construction Engineering	109.08	(1,007.84)
AMOUNT TO BE SHARED		$ 27,739.34

STATE SHARE = 50% of ($27,739.34 + $109.08) = $13,924.21

$$\text{CITY SHARE} = (50\% \text{ of } \$27{,}739.34) + \left(1007.84 - \frac{109.08}{2}\right) = \$14{,}822.97$$

SUMMARY:

City Share P.E. Cost	$ 839.82
City Share Const. Cost	14,822.97
TOTAL CITY SHARE	$ 15,662.79
Less Credit for P.E. Work by City	(600.41)
Less Credit for Const. Work by City (SFO #3)	(19.13)
Less Const. Advance Deposit 7-24-81	(14,200.00)
BALANCE DUE FROM CITY	$ 843.25

GEZ:bkb

9326 10-7-83 324-1059

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**	STATE VOUCHER NO. FHWA VOUCHER NO.
APPROPRIATION	FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon	PAID BY
ADDRESS Capitol Bldg. Salem, OR 97310	*(For use of Paying Office)*

STATE Oregon		VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING	
VOUCHER PERIOD	FROM 6/17/81	☐ OTHER PROGRESS	FEDERAL AID PROJECT NO. M-5301(2)
	TO 6/1/83	☒ FINAL VOUCHER (*)	

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 9.36 235,660.68	$ 9.36 234,671.97	88.18% 88.18%	$ 8.25 206,933.74	$ 8.25 206,933.74	$ 0.00 0.00
$235,670.04	$234,681.33	88.18%	$206,941.99	$206,941.99	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	10/7/83	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Alexandra Ave.-Hardcastle Ave. Section Park Ave. FAU 5301, Woodburn Marion County					
	Construction Type Code 6204 Roadway (Sta. 0+13 to Sta. 17+92)					
	Final Contract Payment Summary	Lump	Sum		$205,876.65	
SFO	#2 Adjust Sewer line (City)	All	Required		655.65	
SFO	#3 Furnish & Install Permanent Signing (city)	All	Required		323.75	
	Total Participating Construction Cost				$206,856.05	
	Construction Engineering					
	City of Woodburn	All	Required		$ 2,030.50	
	State	All	Required		25,659.09	
	Total Participating Construction Engineering				$ 27,689.59	
	Misc. Project Cost					
	Audit Expense	All	Required		135.69	
	Total Participating Project Cost				$234,681.33	
	Nonparticipating Project Cost					
	Final Contract Payment Summary	Lump	Sum		$ 840.00	
	Interest on Final Payment	All	Required		58.76	
	City of Woodburn Share of Project Cost	All	Required		(19.13)	
	Construction Engineering	All	Required		109.08	
	Total Nonparticipating Project Cost				$ 988.71	
	Total Project Cost				$235,670.04	
	Prepared based on Participating Costs as shown on Federal Billing as of 10/13/83.					
	AMOUNT CARRIED FORWARD					

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                                            ** JOB TOTALS **              **      8,459.14  **      87,451.55  **

ALEXANDRA AVE-HARDCASTLE      CONT NO 9326 * FA PROJ NOS M    5301002  90                        M   5301002  10 STATE
                                    324    1059     201      00 P 1 Pay Cont.                      205,876.65         81     82
                                    324    1059     201      00 N 1  "    "                            840.00         81     81
                                    324    1059     206      00 N 1 Interest                             58.76         82     82
                                    324    1059     270      03 P 1 SEO#3                               323.75         82     82
                                    324    1059     282      02 P 1 SEO#2                               655.65         82     82
                                    324    1059     294      03 N 1 Local Match                          19.13CR       82     82
                                    324    1059     295      00 N 9 Tr. City                         11,200.00         82     82
                                    324    1059     296      00 N 9  "  St.                 42.76CR 218,022.95CR       81     83
                                    324    1059     298      00 N 9  "  Fed                 42.76   206,822.95         81     83
                                    324    1059     900      00 P 1 Const. Engr.            43.65    22,799.68         81     83
                                    324    1059     900      00 P 8   "     "                4.85         5.06         83     83
                                    324    1059     900      00 N 1   "     "                           109.08         81     83
                                    324    1059     903      00 P 1 Work by City 135.00    135.00     2,030.50         82     83
                                    324    1059     915      00 P 1 Audit                               135.69         82     82
                                    324    1059     920      00 P 1 Prog. Sec.                           36.46         81     82
                                    324    1059     940      00 P 1 Salem Lab                           766.75         81     82
                                    324    1059     941      00 P 1 Portland "                           11.90         81     82
                                    324    1059     942      00 P 1 Eugene   "                           81.40         81     82
                                    324    1059     944      00 P 1 Technical Serv.                      35.18         81     82
                                    324    1059     945      00 P 1 Const. Sec.                         549.95         81     83
                                    324    1059     945      00 P 8   "    "                               4.30         83     83
                                    324    1059     946      00 P 1 Region Office                       943.43         81     82
                                    324    1059     948      00 P 1 Gen. Const Engr.                    334.47         82     83



ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              OCTOBER 1983        PAGE  321

                                                                                    FISCAL           GRAND TOTAL      ACTIVE YRS
     DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH     YEAR TO DATE        TO DATE         BEG    END
                                    324    1059     950      00 P 1 Training                             90.51         82     82
                                                    TOT         P1           135.00         178.65   234,671.97
                                                    TOT         P8                            4.85         9.36
                                                    TOT         N1                                       988.71
                                                 ** JOB TOTALS **            135.00  **     183.50  ** 235,670.04  **

CENTER&MARKET ST&LANC DR      CONT NO 9336 = FA PROJ NOS M    1640001   53 M   1615003  47       M   1640001      STATE
                                    324    1060     201      00 P 1                                  86,352.25         81     82
                                    324    1060     201      00 P 2                                  93,398.10         81     82
                                    324    1060     201      00 P 8                                   3,952.42         82     82
                                    324    1060     203      00 P 1                                   3,300.00CR       82     82
                                    324    1060     208      00 N 1                                      14.96CR       83     83
                                    324    1060     208      00 N 2                                      13.27CR       83     83
                                    324    1060     210      02 P 1                                     500.00         83     83
                                    324    1060     210      02 P 2                                     500.00         83     83
                                    324    1060     294      00 N 1                                   1,136.38CR       82     83
                                    324    1060     295      00 N 9                                  10,000.00         92     82
                                    324    1060     296      00 N 9            7.39CR        13.49CR 191,197.77CR       81     83
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BILLING NUMBER 19

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

12/01/83

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	8	M -1830-004 APPR-W32	19,000.00	20,941.84	20,941.84	88.18	18,466.51	18,466.51		
324-1050		PREFIX TOTALS	199,487.00	225,246.30	225,246.30		198,622.18	198,622.18		
324-1056	1	M -1635-004 APPR-W32	148,922.00	172,824.05	159,048.01	88.18	140,248.54	139,963.99		284.55
	8	M -1635-004 APPR-W32	6,500.00	7,303.72	7,305.29	88.18	6,441.80	6,422.41		19.39
	9			9,251.00						
324-1056		PREFIX TOTALS	155,422.00	189,378.77	166,353.30		146,690.34	146,386.40		303.94
324-1057	1	X10 -1705-007 APPR-772	1943,162.00	1710,996.30	1696,792.70	85.00	1442,273.80	1441,564.61		709.19
	8	X10 -1705-007 APPR-772	20,000.00	1,870.38	1,865.90	85.00	1,586.02	1,586.02		
	9			187,502.87		85.00				
324-1057		PREFIX TOTALS	1963,162.00	1900,369.55	1698,658.60		1443,859.82	1443,150.63		709.19
324-1058	1#	RRP -000S-046 APPR-139	78,699.07	87,443.41	87,443.41	90.00	78,699.07	78,699.07		
324-1059	1#	M -5301-002 APPR-W32	206,933.74	235,660.68	234,671.97	88.18	206,933.74	206,933.74		
	8#	M -5301-002 APPR-W32	8.25	9.36	9.36	88.18	8.25	8.25		
324-1059		PREFIX TOTALS	206,941.99	235,670.04	234,681.33		206,941.99	206,941.99		
324-1060	1	M -1640-001 APPR-W32	95,400.00	104,480.42	105,616.80	88.18	93,132.89	93,106.62		26.27
	2	M -1615-003 APPR-W32	87,203.00	96,273.09	96,273.09	88.18	84,893.61	84,870.31		23.30
	8	M -1640-001 APPR-W32	4,000.00	3,952.42	3,952.42	88.18	3,485.24	3,485.24		
324-1060		PREFIX TOTALS	186,603.00	204,705.93	205,842.31		181,511.74	181,462.17		49.57
324-1062	1	SOS -2403-001 APPR-680	47,633.29	65,123.49	64,589.47	73.00	47,150.31	47,150.31		
324-1066	1	PMS -000S-100 APPR-140	498,800.00	496,478.72	496,478.72	100.00	496,478.72	496,374.30		104.42
324-1069	1	PMS -000S-100 APPR-140	1,200.00	1,187.62	1,187.62	100.00	1,187.62	1,187.62		
324-1075	1	X1 -1705-003 APPR-823	5,000.00	5,034.07	4,068.38	85.00	3,458.12	3,458.12		
324-1079	1	X10 -1525-003 APPR-772	1207,878.53	1440,717.42	1363,161.25	85.00	1158,687.06	1144,124.74		14,562.32
	2	X10 -1525-003 APPR-580	4646,289.47	5407,820.17	5405,053.61	85.00	4594,295.57	4589,530.60		4,764.97
	8	X10 -1525-003 APPR-580	20,000.00	14,177.67	14,123.36	85.00	12,004.86	12,004.86		
	9					85.00				
324-1079		PREFIX TOTALS	5874,168.00	6862,715.26	6782,338.22		5764,987.49	5745,660.20		19,327.29

5-20-83

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OSHD (Coulte

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FED L HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 5/20/83	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. M-5301(2)
COMPLETION DATE 11/5/81	ACCEPTANCE DATE BY CONTRACT AGENCY 5/27/82	TIME ELAPSED 99 %	CONTRACT TIME 90 calendar days
APPROVED EXTENSIONS NONE	LOCATION See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ALEXANDRA AVE-HARDCASTLE AVE
PARK AVE (WOODBURN)
Grading, Drainage, & Paving

This project provided for the upgrading of a 20 foot roadway with open ditch drainage to a 36 foot curb-to-curb roadway with sidewalks.

There were no major overruns or underruns.

A final inspection of the completed project was made November 13, 1981.

RECEIVED
STATE HWY ENGR
JUN 2 '83
REFER TO Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED Cy
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus Original Signed By AM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations ngineer	
TITLE Area Engineer	DATE 5/31/83	TITLE Field Operations Engineer	DATE 6/1/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

.9226

324-1988

(MEMORANDUM)

(M APPROVED BY
MPTROLLER GENERAL,
S. MAY 12, 1966

DEPARTMENT OF TRANSPORTATION
EDERAL HIGHWAY ADMINISTRATION

12-8-82

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

ADDRESS Treasurer of the State of Oregon

Capitol Bldg.
Salem, OR 97310

STATE Oregon

VOUCHER PERIOD

FROM 12/2/80

TO 6/16/81

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)

X

FEDERAL AID PROJECT NO. M-5301(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$13,330.92	$13,916.03	88.15%	$12,266.98	$12,266.98	$ 0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS Oregon

12/8/82

Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

7326

324-1988

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

DEPARTMENT OF TRANSPORTATION
EDERAL HIGHWAY ADMINISTRATION

12-8-82

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE UCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

ADDRESS Treasurer of the State of Oregon

Capitol Bldg.
STATE Salem, OR 97310

Oregon

PAID BY

(For use of Paying Office)

VOUCHER PERIOD
FROM 12/2/80
TO 6/16/81-

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*) X

FEDERAL AID PROJECT NO. M-5301(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$13,330.92	$13,916.03	88.15%	$12,266.98	$12,266.98	$ 0.00

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

Controller

REMARKS Oregon

12/8/82

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Alexandra Ave.-Hardcastle Ave. (Woodburn) Section City Street in Marion County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 3,646.84	
	Work by City of Woodburn	All Required			10,133.50	
	Total Preliminary Engineering				$13,780.34	
	Misc. Project Cost					
	Audit Expense	All Required			135.69	
	Total Participating Preliminary Engineering				$13,916.03	
	Nonparticipating Project Cost					
	City of Woodburn Share of Project Cost	All Required			(600.41)	
	~~Construction~~ Preliminary Engineering (State)	All Required			15.30	
	Total Nonparticipating Project Cost				(585.11)	
	Total Project Cost				$13,330.92	
	Prepared based on Participating Costs as shown on Federal Billing as of 12/16/82.					
	AMOUNT CARRIED FORWARD					

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                                                                          564.41
                     324   1983    918    00 P 1                          929.39
                     324   1983    920    00 P 1                        7,924.14
                     324   1983    921    00 P 1                          505.46CR
                     324   1983    921    00 P 2                           97.55
                     324   1983    922    00 P 1                          773.33
                     324   1983    923    00 P 1                       19,905.88
                                   TOT    P1                            1,244.87
                                   TOT    P2                   **     **  21,150.75  **
                               ** JOB TOTALS **

                                                                                  STATE
                                * FA PROJ NOS M   5301001 100
ALEXANDRA-HARDCASTLE(WDBN)  CONT NO                                    953.31
                     324   1988    205    00 P 1                                  600.41CR
                     324   1988    294    00 N 1 Local Match           1,011.12  12,266.98CR
                     324   1988    296    00 N 9 Tr. St. 1,977.87      1,011.12CR 12,266.98
                     324   1988    298    00 N 9 " Fed  1,977.87CR     1,990.39CR   110.93
                     324   1988    901    00 P 1 Proj. Mgr 1,998.11CR                15.30
                     324   1988    901    00 N 1 "  "                              10,133.50
                     324   1988    903    00 P 1 Work by City                        933.16
                     324   1988    905    00 P 1 Env Des.                            547.96
                     324   1988    910    00 P 1 Region Geology                      135.71
                     324   1988    911    00 P 1 Traffic  46.54CR        46.54CR      10.52
                     324   1988    914    00 P 1 Region-Utility Liaison 135.69       135.69
                     324   1988    915    00 P 1 Audit                               317.91
                     324   1988    920    00 P 1 Prog. Sec                         1,422.64
                     324   1988    921    00 P 1 Specs.  199.11CR       199.11CR     168.01
                     324   1988    923    00 P 1 Env. Sec
                     324   1988    960    00 N 1         81.13CR         81.13CR


                                                                  DECEMBER 1982      PAGE  789
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                       FISCAL        GRAND TOTAL
                                                                   YEAR TO DATE        TO DATE
     DESCRIPTION                 PREFIX  FUNCTION SUB F. GR  CURRENT MONTH
                                        TOT      P1          2,243.76CR   1,147.04CR   13,916.03
                                        TOT      N1             81.13CR      81.13CR      585.11CR
                                      ** JOB TOTALS **       2,324.89CR** 1,228.17CR** 13,330.92  **
                                                                                               STATE
                                        FA PROJ NOS M   1680001 100
MARKET ST@17TH NE (SALEM)   CONT NO                                           53.67CR       829.50CR
                     324   1989    294    00 N 1                             797.64CR    12,544.24CR
                     324   1989    296    00 N 9            805.52CR         797.64      12,544.24
                     324   1989    298    00 N 9            805.52             7.93          29.05
                     324   1989    901    00 P 1                             905.88      14,000.00
                     324   1989    903    00 P 1                                             71.69
                     324   1989    911    00 P 1                              96.22          96.22
                     324   1989    915    00 P 1             96.22                          129.82
                     324   1989    920    00 P 1                           1,010.03      14,326.78
                                   TOT    P1                 96.22            53.67CR       829.50CR
                                   TOT    N1                 96.22  **       956.36  **  13,497.28  **
                                ** JOB TOTALS **
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FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
324-1988	1*	M -5301-001 APPR-W32	12,266.98	13,330.92	13,916.03	88.15	12,266.98	12,266.98		
324-1989	1	M -1680-001 APPR-W32	20,273.00	13,497.28	14,326.78	88.15	12,629.06	12,544.24		84.82
324-1990	1	M -5241-001 APPR-W32	12,467.00	884.24	884.24	88.18	779.72	779.72		
324-1991	1	M -0000-033 APPR-W32	5,200.00	964.61	964.61	88.18	850.59	850.59		
324-1996	1	M -1720-001 APPR-W32	80,476.00	91,762.20	90,119.72	85.80	77,322.72	77,322.72		
324-1997	1	BROS-2403-002 APPR-117	2,560.00	1,219.56	1,219.56	80.00	975.65	975.65		
324-1999	1	XI -1685-003 APPR-823	55,250.00	42,565.39	42,411.83	85.00	36,050.06	31,531.25		4,518.81
325-1954	1	OS -2501-001 APPR-627		20.75						
325-1956	1#	OS -2501-001 APPR-627	10,946.00	13,212.49	12,757.58	85.80	10,946.00	10,946.00		
325-1961	1#	PMS -000S-071 APPR-140	350.76	350.76	350.76	100.00	350.76	350.76		
325-1965	1#	PMS -000S-085 APPR-140	285.06	285.06	285.06	100.00	285.06	285.06		
325-1973	1	BROS-2503-001 APPR-117	19,360.00	20,180.54	20,075.46	80.00	16,060.37	16,060.37		
326-1901	1	XI -9867-001 APPR-823	205,834.00	238,948.48	236,856.82	85.80	203,223.15	203,223.15		
	2	XIO -9867-001 APPR-580	33,590.00	38,041.96	38,041.96	85.80	32,640.00	32,640.00		
326-1901	PREFIX TOTALS		239,424.00	276,990.44	274,898.78		235,863.15	235,863.15		
326-1902	1	XI -9699-001 APPR-823	7,701.43	9,027.39	8,976.03	85.80	7,701.43	7,701.43		
326-1904	1#	XI -000C-006 APPR-823	1,153.29	1,408.37	1,344.16	85.80	1,153.29	1,153.29		
-1905	1	RRO -000S-002 APPR-685	2,700.00	7,468.41	7,468.41	90.00	6,721.57	2,700.00	4,021.57 B	
326-1909	1#	XI -000C-007 APPR-823	1,691.08	1,970.95	1,970.95	85.80	1,691.08	1,691.08		
326-1912	1	SRS -000S-076 APPR-148	5,016.52	5,573.91	5,573.91	90.00	5,016.52	5,016.32		.20
326-1921	1#	M -000C-003 APPR-W36	6,668.46	7,397.68	7,772.10	85.80	6,668.46	6,668.46		
326-1922	1	M -000C-002 APPR-W36	13,297.23	15,497.94	15,497.94	85.80	13,297.23	13,297.23		
326-1923	1#	RRP -000S-011 APPR-139	1,981.08	2,207.64	2,201.20	90.00	1,981.08	1,981.08		
326-1924	1#	RRP -000S-011 APPR-139	1,913.48	2,134.34	2,126.09	90.00	1,913.48	1,913.48		
326-1928	1#	RRP -000S-011 APPR-139	2,216.89	2,463.21	2,463.21	90.00	2,216.89	2,216.89		
326-1929	1	XI -9823-001 APPR-823	5,550.00	2,675.98	2,675.98	85.80	2,295.99	2,295.99		

9326

June 9, 1982

Federal Insurance Co.
Bonding Department
1400 Plaza 600
6th and Stewart Street
Seattle, WA 98101

CON 5
#9326

Gentlemen:

On June 2, 1982, we wrote to you concerning release of final payment on Contract No. 9326 awarded to North Santiam Paving Company for work on the Alexandra Avenue-Hardcastle Avenue Section in the City of Woodburn, Marion County.

Final payment on this contract is $3,013.24 and the total contract amount is $206,716.65. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
cc: North Santiam Paving Company
41203 Kingston-Lyons Drive
Stayton, OR 97383

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9326 6-2-82 file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co. No. 9327	Arterial St. Overlay Proj. No. 2 (Portland) Multnomah County	May 12, 1982
Linnco Electric Co. No. 9259	Tualatin Valley Hwy. @ SW 219th Washington County	May 14, 1982
Douglas S. Coats, Inc. No. 9268	Klamath Strait Bridge Klamath County	May 17, 1982
Mocon Corp. No. 8747	NE Glisan St. U'Xing. Multnomah County	May 19, 1982
R. L. Coats No. 9288	Redmond SCL-Whittemore Rd. N. Unit Deschutes County	May 25, 1982
Baker Redi-Mix, Inc. No. 9321	Bensel Rd.-Hermiston Ditch Umatilla County	May 25, 1982
N. Santiam Paving Co. No. 9326	Alexandra Ave.-Hardcastle Ave. Marion County	May 27, 1982
Steeck Electric Co. No. 9279	Crater Lake Hwy. @ Lake of the Woods Hwy., Ave. "G" & Linn Rd. Jackson County	May 28, 1982
Linnco Electric Co. No. 9258	Pac.Hwy.W. @ Royalty Parkway Washington County	May 28, 1982
Hansen Electric Co. No. 9180	Beaverton/Tigard Hwy. @ Walker Rd. Intchge. Washington County	May 28, 1982

June 2, 1982 CT Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9326 3 18 82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-5301(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10035

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/9/82	**8. FEDERAL ROUTE NUMBER** FAU 5301	**9. STATE ROUTE NUMBER** City Street

10. GENERAL LOCATION:

Alexandra Avenue - Hardcastle Avenue (Woodburn)

11. GENERAL DESCRIPTION OF WORK

Permanent Signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 2/9/82 as requested in Mr. Keasey's letter of 3/8/82 as bieng in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 3 representing work done by City of Woodburn's Forces is approved for a TEC of $500 Federal Funds $441.

MAR 23 '82

Mechling

14. DATE 3/18/82	**15. SIGNATURE OF APPROVING OFFICIAL**	**16. TITLE** for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9326

L

NOTED
E. S. HUNTER

ROW 18-4

January 26, 1982

RECEIVED
TECHNICAL SERVICES
JAN 27 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Sanitary & Storm Sewer Adjustment
City of Woodburn
Alexandra Ave.-Hardcastle Ave. Section
Park Avenue (FAU 5301)
Marion County
Project No. M-5301(2)

Here is a copy of a final billing of cost to adjust the City of Woodburn's sanitary and storm sewer facilities dated January 14, 1982.

A certification prepared by Donnie Bedford as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

The City did not have forces available to accomplish the required adjustments, so they engaged the services of the State's subcontractor, Emery and Sons Construction, Inc. The work was required on short notice, therefore, an estimate and sketch was not submitted prior to making the adjustments.

An appropriate permit for the utility's relocation will not be issued as the City's sewers occupy their own right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involved two crossings of the project by the facilities.

There will be no betterment derived from the adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 27, 1981 and October 7, 1981 under the provisions of PPM 30-4 and 30-4.1 is requested. Actual cost to the State is $655.55.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

9326

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nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-8-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
M-5301(2)

2. STATE PROJECT NO.
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO.
10035

2A. COUNTY NAME
Marion

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
10-28-81

8. FEDERAL ROUTE NUMBER
FAU 5301

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
ALEXANDRA AVE - HARDCASTLE AVE. (Woodburn) SECTION

11. GENERAL DESCRIPTION OF WORK
Permanent Pavement Striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of October 28, 1981, as requested in Mr. Keasey's December 4, 1981 letter as being in the public interest for the use of State Forces to proceed with the above work.

State Force Order No. 1 is approved for a TEC of $500, Federal Funds $441.

RECEIVED
STATE HWY ENGR
DEC 15 '81
REFER TO
FOR
Info Inves R/D D R Sign Act File

14. DATE
12-8-81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9326

TO BE COMPLETED BY FHWA 9-2	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 8-25-81	STATE Oregon COUNTY Marion PROJECT NO. M-5301(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Alexandra Ave.-Hardcastle Ave. (Woodburn)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-17-81	0.342

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 236,361.00	FEDERAL FUNDS $ 208,421.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 8/25/81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon August 21, 1981

Federal Aid Project
No. M-5301(2)

Alexandra Ave.-Hardcastle Ave. Section
Park Ave. FAU 5301, Woodburn
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. -0+13 to Sta. 17+92)

Mobilization		All Required	$ 15,000.00
Temporary Protection and Direction of Traffic		All Required	1,500.00
Temporary Signs	85 Sq. Ft.	8.00	680.00
Temporary Barricades	13 Each	95.00	1,235.00
Flagmen	80 Hour	21.00	1,680.00
General Excavation	6,940 Cu. Yd.	3.50	24,290.00
Trench Excavation	550 Cu. Yd.	8.00	4,400.00
Finishing Roadbed and Slopes		All Required	2,500.00
Watering	70 M-Gal.	15.00	1,050.00
3/4"-0 Aggregate Base	1,450 Ton	7.00	10,150.00
Cement Treated Base Mixture	2,350 Ton	12.75	29,962.50
Portland Cement in CTB Mixture	125 Ton	75.00	9,375.00
Class "B" Asphalt Concrete	520 Ton	25.75	13,390.00
Class "C" Asphalt Concrete	570 Ton	26.75	15,247.50
10-inch Sewer Pipe	410 Lin. Ft.	10.50	4,305.00
12-inch Sewer Pipe	877 Lin. Ft.	11.75	10,304.75
Extra for Pipe Under Pavement	22 Lin. Ft.	6.75	148.50
Concrete Manholes	3 Each	950.00	2,850.00
Concrete Inlets, Type CG-1	16 Each	550.00	8,800.00
Concrete Walks	1,590 Sq. Yd.	11.40	18,126.00
Concrete Driveways	690 Sq. Yd.	14.00	9,660.00
Concrete Curbs	3,370 Lin. Ft.	4.25	14,322.50
Extra for Asphalt Approaches	5 Each	200.00	1,000.00
Adjusting Manholes	5 Each	110.00	550.00
Reconstructing Concrete Manholes	6 Each	360.00	2,160.00
Lawn Construction	17,334 Sq. Ft.	0.27	4,680.18
		SUBTOTAL	$207,366.93
		Engineering	27,994.07
		TOTAL	$235,361.00

Length of Roadway -------------- 0.342 mi.
Cost of Roadway Per Mile -------$688,190.05

Work Retained in Program

Permanent Signing (City)	All Required	$ 500.00
Permanent Pavment Striping (City)	All Required	500.00
		$ 1,000.00

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	$235,361.00	$207,541.00	$13,910.00	$13,910.00
Reserve Funds	1,000.00	880.00	60.00	60.00
TOTAL	$236,361.00	$208,421.00	$13,970.00	$13,970.00

Group 1 100%
Contract No. 9326
Prefix: 324-1988
Prefix: 324-1059

Alexandra Ave.-Hardcastle Ave. Section
(non participating - State work)

Furnishing and Installing Mailbox Posts	7 Each	120.00	$	840.00

9326

July 14, 1981

ACC

City of Woodburn
270 Montgomery Street
Woodburn, Oregon 97071

Attn: G. S. (Frank) Tiwari, P.E.
Public Works Director

Gentlemen:

On July 9, 1981 the Highway Division received a satisfactory bid from North Santiam Paving Company, 41203 Kingston-Lyons Drive, Stayton, Oregon 97383, for Alexandra Avenue-Hardcastle Avenue Section of Park Avenue, FAU 5301. We anticipate the construction cost to be:

Contractor's Bid		$208,206.93
Anticipated Additional Items:		
Permanent Signing (City)	$500.00	
Permanent Pavement Striping (City)	500.00	$ 1,000.00
Subtotal		$209,206.93
4 1/2% Contingencies		9,414.31
9% Engineering		18,328.62
ESTIMATED TOTAL COST		$237,449.86
Less: City Work		1,000.00
EST. CONTRACT WORK & ENGR. & CONTINGENCIES		$236,449.86

City's Advance Deposit:
6% of $236,449.86 = $14,186.99

We will award the contract when we receive your advance deposit of $14,200.00, which should be in this office no later than July 31, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 924: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 924 when advance deposit is received.

/ Section *Alexandra Ave. – Hardcastle Ave.* Programming Estimate $ *304,*

Highway *Park Ave (FAU 5301)* Project Length *0.34 mi.*

County *Marion* Completion Time *90 C.D.*

Kind of Work *Grading & Paving* Est. Comp. Date *11-7-81*

Prefix *324-1988* Letting Date *July 9, 1981* Project No. ______

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 236,029^{00}

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	500^{00} (City)
Permanent Pavement Striping	500^{00} (City)
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished ______	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing (Engineering)	
"OPTICOM" Testing (Engineering)	
Bikeway Signs	

Adjust Utilities:

Water lines	30,500^{00} ~~10,000^{00}~~ (City)

$ 31,500^{00} ~~11,000^{00}~~

Subtotal $ 267,529^{00} ~~247,029^{00}~~

Contingencies (4-1/2%) . . . . . 12,038^{80} ~~11,116^{30}~~

Engineering (8, [✓ 9,] 10%) . . . . . 24,077^{61} ~~22,232^{61}~~

Subtotal $

Credit for ______

Estimated Net Authorization, Construction . . . . $ ~~280,377^{91}~~ 303,645^{41}

APPROVED

cc: Phil Stearns

REC'D
6-9-81
G

______
Road Design Engineer

Rev. 3/81

OREGON STATE HIGHWAY DIVISION

/

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet ___ of ___
Date 6-4-81

ction Alexandra Ave. - Hardcastle Ave.
County Marion

ind Of Work Grading & Paving
Length 0.34 mi.
Name McGill

6-5-81
8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(5%)	11,250
	Temporary Protection and Direction of Traffic		All	All	—	500 00
	Temporary Signs		Sq. Ft.	85	6 00	510 00
	Temporary Barricades		Each	13	115 00	1,495
	Flagmen		Hour	80	24 50	1,960
	ROADWORK					
	General Excavation		Cu. Yd.	6940	4 -	27,760
	Trench Excavation		Cu. Yd.	550	10 -	5,500
	Finishing Roadbed and Slopes		All	All	—	1,000
	Watering		M. Gal.	70	10 -	700
	3/4 - 0 Aggregate Base		Ton	1450	10 50	15,225
	Cement Treated Base Mixture		Ton	2350	14 -	32,900
	Portland Cement in CTB Mixture		Ton	125	85 -	10,625
	Class "B" Asphalt Concrete		Ton	520	27 50	14,300
	Class "C" Asphalt Concrete		Ton	570	27 50	15,675

SUMMARY--BID SCHEDULE--COST ESTIMATE

Date 6-4-81

Section Alexandra Ave. -Hardcastle Ave.

County Marion

Kind Of Work Grading & Paving

Length 0.34 mi.

Name McGill

No	Item	Code	Unit	Quant.	Unit Cost	Total
	10-inch Sewer Pipe		Lin. Ft.	410	8^{50}	3,485
	12-inch Sewer Pipe		Lin. Ft.	877	13^{50}	11,839.
	Extra for Pipe Under Pavement		Lin. Ft.	22	15 –	330^{00}
	Concrete Manholes		Each	3	1000 –	3,000
	Concrete Inlets, Type CG-1		Each	16	450 –	7,200
	Concrete Walks		Sq. Yd.	1590	15 –	23,850
	~~Sidewalk Ramps~~ out 6-5-81 McGill		~~Each~~	~~8~~		
	Concrete Driveways		Sq. Yd.	690	17 –	11,730
	Concrete Curbs		Lin. Ft.	3370	7^{50}	25,275
	Extra for Asphalt Approaches		Each	5	200 –	1,000
	Adjusting Manholes		Each	5	175 –	875
	Reconstructing Concrete Manholes		Each	6	650 –	3,900
	Lawn Construction		Sq. Ft.	17,334	0^{15}	2600
	Sod Lawn		Sq. Ft.	5,148	0^{30}	1544.

/ Section Alexandra Ave - Hardcastle Ave. Programming Estimate $ ~~304~~

Highway Park Ave (FAU 5301) Projec ength 0.34 mi.

County Marion Completion Time 90 C.D.

Kind of Work Grading & Paving Est. Comp. Date 11-7-81

Prefix 324-1988 Letting Date July 9, 1981 Project No. M-5301(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ $235,184^{60}$

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	500^{00} (City)	
Permanent Pavement Striping	500^{00} (City)	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		$ $1,000^{00}$
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
Adjust Utilities:	~~$30,500^{00}$~~	
~~Water lines~~	~~$10,900^{00}$~~ (City)	
Subtotal		$ $236,184^{60}$
Contingencies (4-1/2%)		$10,628^{31}$
Engineering (8, [✓ 9,] 10%)		$21,256^{61}$
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ $268,069^{52}$ ~~$303,645^{41}$~~

APPROVED

Duane O. Christensen Acting
Road Design Engineer
Acting

APPROVED
Lyle K. Watson
FINAL DESIGN ENGR.

CC Stearns 6-18-81

Rev. 3/81

1.

Sheet ___ of ___

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Date 6-4-81

ection Alexandra Ave. - Hardcastle Ave.

County Marion

ind Of Work Grading & Paving

Length 0.34 mi.

Name McGill

6-5-81 8

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(5%)	$11,250^{00}$
Temporary Protection and Direction of Traffic		All	All	—	500^{00}
Temporary Signs		Sq. Ft.	85	6^{00}	510^{00}
Temporary Barricades		Each	13	115^{00}	$1,495^{0}$
Flagmen		Hour	80	24^{50}	$1,960^{0}$
ROADWORK					
General Excavation		Cu. Yd.	6940	4 -	$27,760^{00}$
Trench Excavation		Cu. Yd.	550	10 -	$5,500^{0}$
Finishing Roadbed and Slopes		All	All	—	$1,000^{00}$
Watering		M. Gal.	70	10 -	700^{0}
3/4 - 0 Aggregate Base		Ton	1450	10^{50}	$15,225^{00}$
Cement Treated Base Mixture		Ton	2350	14 -	$32,900^{00}$
Portland Cement in CTB Mixture		Ton	125	85 -	$10,625^{00}$
Class "B" Asphalt Concrete		Ton	520	27^{50}	$14,300^{0}$
Class "C" Asphalt Concrete		Ton	570	27^{50}	$15,675^{0}$

SUMMARY--~~BID SCHEDULE~~--COST ESTIMATE Date 6-4-81

tion Alexandra Ave. -H[illegible]dcastle Ave. County Marion

ind Of Work Grading & Paving Length 0.34 mi. Name McGill

Item	Code	Unit	Quant.	Unit Cost	Total
10-inch Sewer Pipe		Lin. Ft.	410	8^{50}	$3,485^{0}$
12-inch Sewer Pipe		Lin. Ft.	877	13^{50}	$11,839.^{50}$
Extra for Pipe Under Pavement		Lin. Ft.	22	15 –	330^{00}
Concrete Manholes		Each	3	1000 –	$3,000^{0}$
Concrete Inlets, Type CG-1		Each	16	450 –	$7,200^{00}$
Concrete Walks		Sq. Yd.	1590	15 –	$23,850^{0}$
~~Sidewalk Ramps~~ out 6-5-81 McGill		~~Each~~	~~8~~		
Concrete Driveways		Sq. Yd.	690	17 –	$11,730^{00}$
Concrete Curbs		Lin. Ft.	3370	7^{50}	$25,275^{00}$
Extra for Asphalt Approaches		Each	5	200 –	1,000
Adjusting Manholes		Each	5	175 –	875^{00}
Reconstructing Concrete Manholes		Each	6	650 –	3900^{0}
Lawn Construction		Sq. Ft.	17,334	0^{15}	2600^{10}
~~Sod Lawn~~		Sq. Ft.	5,148	~~0^{30}~~	~~1544^{4}~~
Furnishing and Installing Mailbox Posts		Each	7	100^{00}	700^{00}

9326

2.

July 6, 1981

City of Woodburn
City Hall
Woodburn, OR 97071

AGR 4

Attention: Barney O. Burris
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7333

Gentlemen:

Attached for your files is a fully executed copy of a letter-form supplemental agreement for an Urban System Project covering the design and construction of the Alexandra Avenue - Hardcastle Avenue Section of Park Avenue, FAU 5301.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

Attachment

bc: Don Harwell (agreement attached)

932

2

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: FILE

DATE: June 23, 1981

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 9, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened July 9, 1981, on the following projects:

1. Auburn Avenue-Broadway Street (Baker)
   Dewey Avenue-Broadway Street (Baker)
   2nd and 4th Streets, Baker County
   Grading and Paving

   Bikeways to be constructed on this project will be both separate bikeways and shared parking/bikeways depending on the available street width.

2. Austin Rock Production
   John Day Highway, Grant County
   Aggregate Crushing

   Footpaths or bicycles trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. N.W. 2nd Street-Old Oregon Trail Highway (Ontario)
   Olds Ferry-Ontario (Idaho Avenue) Highway, Malheur County
   Grading, Paving and Traffic Signals

   Five-foot sidewalk will be constructed for pedestrian and bicycle use.

4. Alexandra Avenue-Hardcastle Avenue (Woodburn)
   Park Avenue, Marion County
   Grading and Paving

   Five-foot sidewalks will be constructed for pedestrian and bicycle use. Also six-foot shoulders are available for bicycle use.

Contains
Recycled
Materials
81-125-1387

5. Arterial Street Overlay Project No. 2 (Portland)
Several Streets Throughout Portland, Multnomah County
Paving

Same as No. 2

6. N. Columbia Way/W. Columbia Blvd./N. Portland Rd. Intchge Ramp
Multnomah County
Grading, Paving and Signals

Interchange Ramp Reconstruction

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

1326

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-5301(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10035

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/17/81

8. FEDERAL ROUTE NUMBER FAU 5301

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Alexandra Avenue - Hardcastle Avenue (Woodburn) Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain and High Type pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's June 15, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $299,400 Federal Funds $264,010.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUN 23 '81
REFER TO
Moehring
FOR

Info	Invest	A/D	D/R	Sign	Act	File

14. DATE 6/18/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1326.

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/9/81
Donald L Rout

July 9, 1981 Bid Letting ____________ All Clear Deadline

SECTION Alexandra Avenue-Hardcastle Ave (Woodburn)
Highway City Street FAU 5301
County Marion Region 2
Type of Work ____________ Funds ______
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

will

M-5301(2)

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						2 EXC
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	statewide ✓

OREGON E HIGHWAY DIVISION Highway # 724
120 DOT Building
Salem, Oregon 97310

7326 6-2-81

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-5301(1) Prefix 324-1988

Project Name Alexandra Ave.-Hardcastle Ave (Woodburn) Park Ave.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

RIGHT OF WAY ADMINISTRATION
RECEIVED
JUN - 3 1981

M	AM	ADM	RBR	CA	RS
PMS	AS	CE F	OS	TA	RUE
0	1	2	3	4	F

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure. Utilities are performing engineering prior to permit processing.

Signed at Woodburn Oregon, this 2nd day of June, 1981

City of Woodburn

E Walter Lawson
Mayor

X Mary Jungwirth, Deputy
City Recorder

Certified By:
Virgil Nelson
Regional Right-of-Way Supervisor
Date 6/3/81

Instructions: Complete A or B and C.

W
KEH

9336

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

June 2, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Data Submission
Item No. 10035
Project No. M-5301(2)
Alexandra Ave.-Hardcastle Ave. (Woodburn) Sec.
Marion County

Attached support data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 9, 1981.

DRH:bkc
Attachments

cc: C.O. Fredrickson (Region 2)
General Files
G. Zehner W/Att.

Form 734-3122

Budget Bureau No. 41-R2067

U.S

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

6-2-81

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City ST., Park Ave. (Woodburn) 65	ADT	PRESENT 750	FUTURE ----- (66) (70)	YEAR --- (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr. & H-T Pave 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 23	NUMBER 5301 7

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Marion			
	NAME OF URBAN AREA Woodburn 17-31	ROUTE NO. U	FEDERAL-AID 5301 (32)	STATE City St. (36)	U.S. --- (37)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (88.18%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) 6204		"Alexandra Ave.- Hardcastle Ave. (Woodburn) Sec."	0.275	385,000	339,490		45,510

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.275	385,000	339,490		45,510
1	14	PROGRAM APPROVAL DATES 10-1-80		(16)	(23) (24)	(33)	REMARKS Additional Data: Item No. 100 No. M-5301(1	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

6-2-81

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CT LOCATION (45 typewriter spaces) y ST., Park Ave. (Woodburn)	ADT	PRESENT 750	FUTURE -----	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32	ITEM NO. 10035

RK (35 typewriter e	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M- · NUMBER 5301 · SEQ. NO. (2)	I Projects Only POST MI. · DESIG.

Urban System

Woodburn

COUNTY NAME Marion · CODE 047

ROUTE NO. U · FEDERAL-AID 5301 · STATE City St. · U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.18%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
OW								
ONST ODE) 204		"Alexandra Ave.- Hardcastle Ave. (Woodburn) Sec."	0.275	385,000	339,490		45,510	ROW - 60' min.; Access Control-none; Parking Restrictions- none.
		DRH · PROJECT TOTALS	0.275	385,000	339,490		45,510	

ROVAL DATES 10-1-80

REMARKS
Additional Data: Item No. 10035; project
No. M-5301(1).

-over-

USCOMM DUSCOMM-DC 48411-P61

Alexandra Ave.-Hardcastle Ave. (Woodburn) Sec.
Project No. M-5301(2)

Remarks continued:

Existing Facility: Bituminous surfaced 2-10 ft. travel lanes with 3 ft. shoulders and intermittent curbs.

Adjacent Sections: Same as existing facility above.

Project Data: Work under this project consists of grade, drain, high-type pavement, curbs and concrete sidewalk as indicated to provide 36 ft. curb to curb roadway with sidewalks, utility adjustments as required and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None

FHPM 7-7-2 Requirements: Statewide categorical exclusion concurred in by FHWA on February 25, 1980.

FHPM 4-1-4 Requirements: A-95 review exempt under para. 5e.

FHPM 7-7-5 Requirements:

1) Public Hearings ---- None required under Oregon Action Plan.
2) Location/Design ---- Not a factor in the development of project.

Note: This project is in Congressional District No. 2.

1889

CITY OF WOODBURN

270 Montgomery Street · Woodburn, Oregon 97071 · 981-7111

May 26, 1981

REGION 2 ENGINEER
RECEIVED
MAY 26 1981
☐ RLE ☐
☐ RE ☐ RCE ☐ RME ☐ ☐
☐ HLE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Phillip O. Stearns
Regional Federal Aid Specialist
Department of Transportation
Highway Division
P. O. Box 14030
2960 E. State St.
Salem, Oregon 97310

Re: Park Avenue Improvement Project
(FAU 5301)

Dear Mr. Stearns:

There are a number of desirable and or necessary engineering plan changes brought to my attention. These changes are outlined below:

1. On sheet 2, the statement under the curb and gutter specifies the rock size as 1½"-0. This should be modified to read 3/4"-0 or 1½"-0.

2. The note "Constr. 8" D.I. Waterline" appears on sheet 3 note 7, sheet 4 note 9, sheet 5 note 13, and sheet 6 note 8. All these notes should be modified to read "Constr. 8" DI waterline by others". This change should be made only if City is going to be authorized to perform this work. It appears City will be authorized to perform water main work.

3. On sheet 6 notes 5, 6 and 7 read "This item will become part of the project if not completed before by other". This should be modified so that these items are made itegaral part of the project. This can be accomplished by replacing identification number on the plan from 5 to 3 and 6 to 4 and note 7 should be made to read "Constr. PC Conc. Type "A" dwy 3 [total]".

4. All utility locations will be sketched in on a copy of the engineering plan and forwarded to your office before May 28, 1981.

REFERRED TO Henry M
~~Beard~~ / ~~Steudemeyer~~
~~Cole~~ Mann
Erikson Watson
Hager Dorn Leu
[✓ Return] [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen LW
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 28 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

Request submitted to
Project Management

We request that construction engineering on this project be performed by State Highway Division. Please keep us informed on the funding situation. We have already requested the State Highway Division to allow us to perform the waterline replacement using force account method. An early action on this issue will facilitate the project construction by avoiding scheduling of different construction crews at the same time.

We appreciate all the help State Highway Division is providing us.

Sincerely,

G. S. (Frank) Tiwari, P.E.
Public Works Director

GST/dlm
CC: City Administrator
Craig Munson, EAT
Warren Mueller, State Hwy.
File

324-1988

9326

STATE OF OREGON

INTEROFFICE MEMO

TO: Frank Terpin
LOCATION ENGINEER

DATE: April 28, 1981

FROM: Phillip O. Stearns Phil Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: Alexandra Ave.-Hardcastle Ave.
(Woodburn)
Park Avenue (FAU 5301)
Woodburn Urban Area

To Final Design
5-7-81

Enclosed are the mylars ✓ and one working copy ✓ of plans for subject project.

City is requesting the waterline work be performed as a reimbursable item before the contractor moves in. Our specifications are to be utilized.

Please process the plans to P.S. & E. per attached letter from Public Works Director Frank Tiwari.

Attch.
POS/rgb

RECEIVED
APR 29 1981
LOCATION
SECTION

Zehners Copy

5-7-81
Const. Est.
$385,000
G

NOTED
F. E. TERPIN
W

CITY OF WOODBURN
270 Montgomery Street Woodburn, Oregon 97071 981-7111

April 27, 1981

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Department of Transportation
Highway Division
P.O.Box 14030
2960 E. State St.
Salem, Oregon 97310

Re: Park Avenue Improvement Project

Dear Phil:

The modified plans of Park Avenue Project [Alexandra-Hardcastle] are being forwarded for further action by the State Highway Division. The second review by the State were completed on April 17, 1981 and the corrections have been incorporated in the modified plans.

We request that the State Highway Division use their specification for the construction of the project. The replacement of waterline can be best accomplished by utilizing the City crew and using the force account method. We may need to discuss this in detail.

Because this is a good period for obtaining reasonable bids, we request that an early action be taken to advertise the project.

Sincerely,

G. S. (Frank) Tiwari, P.E.
Public Works Director

GST/dlm
CC: City Administrator
File

9326 2

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-2-80

FEDERAL AID PROJECT NO.	5301(1)
STATE PROJECT NO.	See below
PROGRAM NO.	
COUNTY NAME	Marion
ITEM NO.	10035
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

FROM:
G.L. Green, Division Administrator
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG'R
DEC 5 - '80
REFER TO Woodburn
FOR

12-5

DATE PS&E APPROVED	
DATE AUTHORIZATION EFFECTIVE	12/2/80
FEDERAL ROUTE NUMBER	FAU 5301
STATE ROUTE NUMBER	City Street

GENERAL LOCATION:
Alexandra Avenue - Hardcastle Avenue (Woodburn)

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC $18,500 - F.F. $16,306
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 11/21/80.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12/2/80	G. K. Hessner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-656

9324 im.

November 21, 1980

City of Woodburn
City Hall
Woodburn, OR 97071

AGR 4

Attn: Barney Burris
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7333

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Alexandra Avenue-Hardcastle Avenue Section of Park Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

PRO 6

STATE OF OREGON INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: July 8, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Federal Aid Urban Project

The City of Woodburn is requesting a $221,000 project to widen and improve a 0.27 mile segment of Park Avenue. The project will provide a 36-foot curbed section with a sidewalk on the West side. City will perform the preliminary and construction engineering as a participating cost of the project. The limits of the project are indicated on the attached map. In Summary:

Jurisdiction	Section	Est. Total Cost	Federal Funds	State Share
Woodburn	Alexandra Ave.-Hardcastle Ave. (Woodburn), Park Avenue, FAU 5301	$221,000	$194,480	$13,260

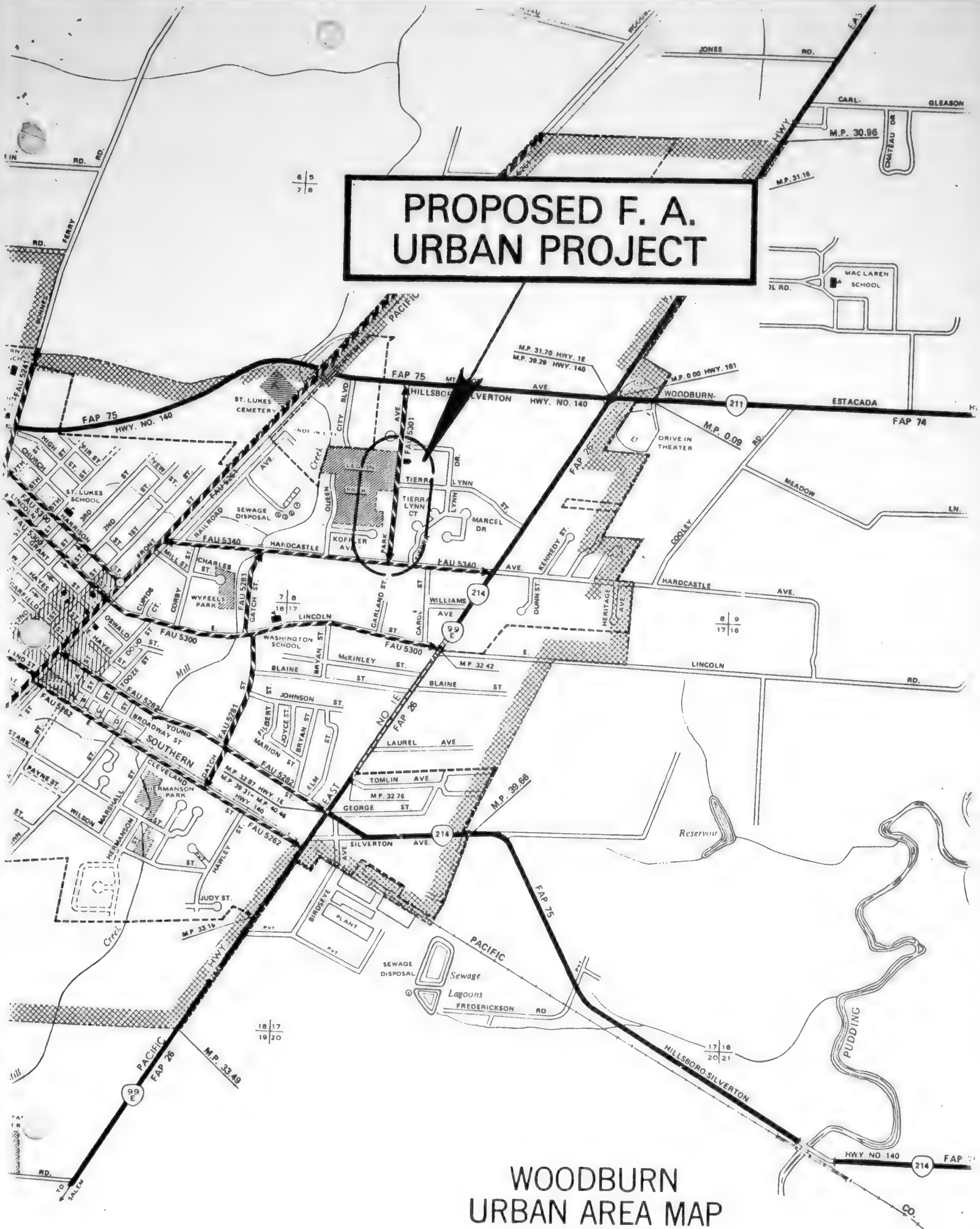
Region 2 and this office investigated the proposed project confirming its validity and financing under the Federal Aid Urban Program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:
H S Coulter
State Highway Engineer

Date 7/9/80

GEZ:pf
Attachment

Contains
Recycled
Materials
81-125-1387


JONES RD.
CARL
GLEASON
M.P. 30.96
CHATEAU DR
M.P. 31.16
HWY
FERRY RD.
MAC LAREN SCHOOL
PACIFIC
FAP 75
M.P. 31.70 HWY. 1E
M.P. 39.29 HWY. 140
M.P. 0.00 HWY. 161
HILLSBORO-SILVERTON HWY. NO. 140
WOODBURN-ESTACADA
211
FAP 74
ST. LUKES CEMETERY
HWY. NO. 140
DRIVE IN THEATER
M.P. 0.09
MEADOW LN.
FAU 5301
LEGION PARK
TIERRA LYNN CT
LYNN DR
MARCEL DR
FAP 26
ST. LUKES SCHOOL
SEWAGE DISPOSAL
RAILROAD
FAU 5261
FAU 5340
HARDCASTLE AVE.
KOFFLER AVE
KENNEDY ST.
COOLEY RD
HARDCASTLE AVE.
WYFFELS PARK
FAU 5281
GATCH ST
LINCOLN
GARLAND ST.
WILLIAMS AVE
214
99E
DUNN ST.
HERITAGE AVE
FAU 5300
OSWALD
HAYES
WASHINGTON SCHOOL
BRYAN ST
McKINLEY ST.
M.P. 32.42
LINCOLN RD.
BLAINE ST.
JOHNSON ST.
FAU 5282
YOUNG
BROADWAY ST
SOUTHERN
LAUREL AVE
TOMLIN AVE.
M.P. 32.76
GEORGE ST.
M.P. 39.68
EAST
M.P. 32.87 HWY. 1E
M.P. 39.31 = M.P. 40.46 HWY. 140
CLEVELAND
HERMANSON PARK
WILSON
MARSHALL ST
PAYNE ST.
FAU 5262
SILVERTON AVE.
214
Reservoir
HAWLEY ST.
JUDY ST.
BIRDSEYE PLANT
M.P. 33.16
Creek
PACIFIC
SEWAGE DISPOSAL
Sewage Lagoons
FREDERICKSON RD
FAP 75
PUDDING
HILLSBORO-SILVERTON
PACIFIC
FAP 26
M.P. 33.49
99E
TO SALEM
HWY NO 140
214
FAP
CO.

PROPOSED F. A.
URBAN PROJECT

WOODBURN
URBAN AREA MAP
MARION COUNTY OREGON

1326

TO: G.L. Green Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION 11-21-80

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. U	ROUTE NO. STATE
City St., Park Ave. (Woodburn) "Alexandra Ave.-Hardcastle Ave. (Woodburn) Sec."	W32	10035	M-5301(1)	5301	City St.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

Marion 047

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 3 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 Statewide

Major/Significant ___(EIS) Major/Non-significant ___(Neg.) Non-major ___(None)

1-EIS ___ 2-Draft Assessment & FONSI ___ 3-Categorical Exclusion X

Notes: (1) Project in Congressional District 2.

(2) ____

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

- x All Phases
- ___ All Phases thru Final Envir. Document
  - ___ Incl. Archeological Salvage
  - x " Util. Preparatory Work
  - ___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 18,500
FF	$ 16,306
STATE	$ 1,097
City	$ 1,097

For PR-37:

Field Phase	$ 16,500
PS&E Phase	$ 2,000

CL:bke

PRO RATA 88.15%

REMARKS:

1) Attached is a copy of "Authority for Survey" and sketch maps.

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
11-21-80	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

9526

CITY OF WOODBURN

270 Montgomery Street * Woodburn, Oregon 97071 * 981-7111

REGION 2 ENGINEER
RECEIVED
☐ RLE OCT 16 1980 ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

October 14, 1980

Mr. Phillip Stearns
Region II Federal Aid Engineer
2960 East State Street
Salem, OR 97310

Dear Mr. Stearns:

We are writing this letter to request of you the north boundary extension of the Park Avenue Improvement Project.

Previously it was expected that both sides of the property located north of Alexandra would be improved by the abutting property owners. However, only the west side is being improved by the property owners. The east side property is owned by the City of Woodburn and there are no improvement funds available for the project at this time. Obviously, there will be traffic problems unless the scope of the Park Avenue project is expanded.

We request that the boundry be extended to the north by approximately 230 feet. It is expected that the project cost will increase by about 10 percent. This modification was approved by the Council in the regular meeting of October 13, 1980.

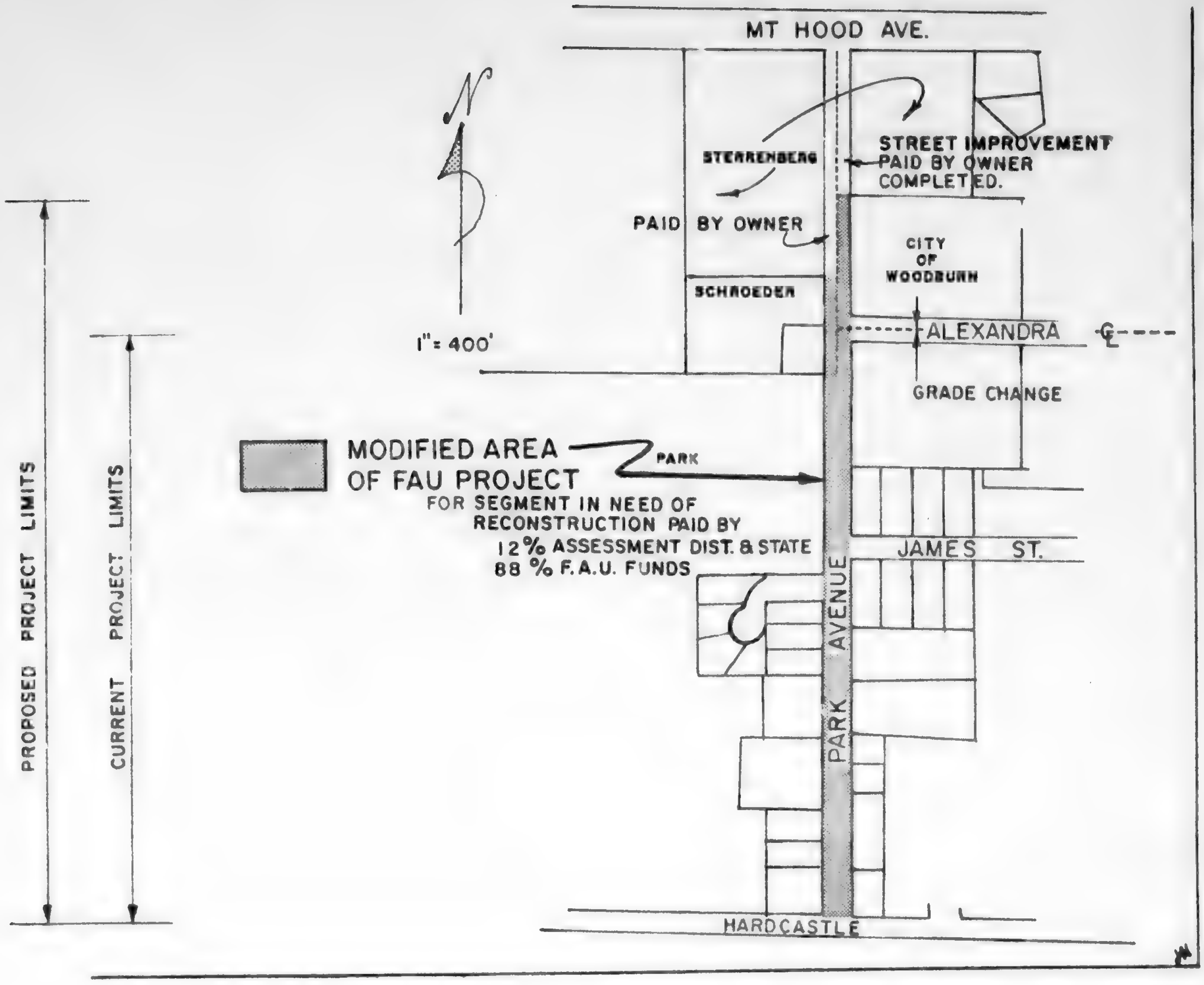
Sincerely,

G. S. (Frank) Tiwari, P.E.
Public Works Director

GST/kv
cc: City Administrator
Project Engineer
Park Avenue Project File

Enclosure: Area Map

cc: Gaither
Terpin
G


MT HOOD AVE.
N
1" = 400'
STERRENBERG
STREET IMPROVEMENT PAID BY OWNER COMPLETED.
PAID BY OWNER
CITY OF WOODBURN
SCHROEDER
ALEXANDRA
GRADE CHANGE
MODIFIED AREA OF FAU PROJECT
PARK
FOR SEGMENT IN NEED OF RECONSTRUCTION PAID BY
12 % ASSESSMENT DIST. & STATE
88 % F.A.U. FUNDS
JAMES ST.
PARK AVENUE
HARDCASTLE
PROPOSED PROJECT LIMITS
CURRENT PROJECT LIMITS

Duplicate

9326

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

August 15, 1980

Salem, Oregon

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: Pieter Dykman, Research Coordinator
Environmental Section

SUBJECT: Lincoln Street - Poplar Street
(Woodburn) Section
Settlemier Street
Marion County, Oregon
Re: Historical Properties

A review of the City of Woodburn's construction plans and a field inspection of the project area has been completed by members of the region staff.

The construction plans indicate that the existing street from just south of Poplar Street to the intersection of Arthur Street, engineer stations 0+10 to 13+00±, is to be overlayed with two inches of asphalt concrete. From Arthur Street to Lincoln Street, engineer stations 13+00 to 24+62, the street is to be widened approximately seven feet on the westerly side and an existing intermittent sidewalk completed. No additional right of way is required for any of the project.

The Settlemier house at [illegible]5 N. Settlemier Street is located on the westerly side of the street just south of Garfield Street, the property extending from engineer station 13+50 to about station 16. This is within the area to be widened. All construction will be within the existing right of way. No significant landscaping elements will be removed by construction, consequently, impacts to the esthetics of the area will be minimal and can be mitigated by reseeding any lawn area that might be disturbed. Again, this will be within the existing right of way.

The Glatt house, 2551 N. Boone Ferry Road, is approximately ½ mile northerly of the project and is not affected by the proposal.

If this office may be of any further help on this, please let us know.

EYW:COF/bh

cc: Phil Stearns
Paul Reidl

9326

7-9-80

4

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Project (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAS-C PROJECTS					
Deschutes River (General Patch) Br., FAS B345 Deschutes County	$ 600,000	$ 528,000	$ 36,000	$36,000	6-24-80
Diversion Canal (Joe Wright) Bridge, FAS-B303 Klamath County	350,000	308,000	21,000	21,000	6-25-80
FAU PROJECTS					
Front Street-Pacific Hwy. East, East Cleveland St., FAU 5262 Woodburn	CANCELLATION				6-13-80
Lincoln Street-Poplar Street (Woodburn) Settlemier Ave., FAU 5241 Woodburn	92,000	80,960	5,520	5,520	7-9-80
Alexandra Ave.-Hardcastle Ave. (Woodburn), Park Avenue, FAU 5301 Woodburn	221,000	194,480	13,260	13,260	7-9-80
FAIX PROJECTS					
N.W. 26th Ave.-N.W. St., N.W. Front Ave., FAU 9300 Portland	6,249,000	5,311,650	None	937,350	6-9-80
N.W. Portland Transportation Study Portland	30,000	25,500	None	4,500	7-2-80

July 9, 1980 H. S. Coulter

H. S. Coulter
State Highway Engineer

7-10-80
orig to
(Journal
of Meeting)

(AAII(001)

1-5-80

3

Form 81-734-3010 7326

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Alexandra Ave-Hardcastle Ave (Woodburn)

Highway City Street - Park Avenue FAU-5301

County Marion

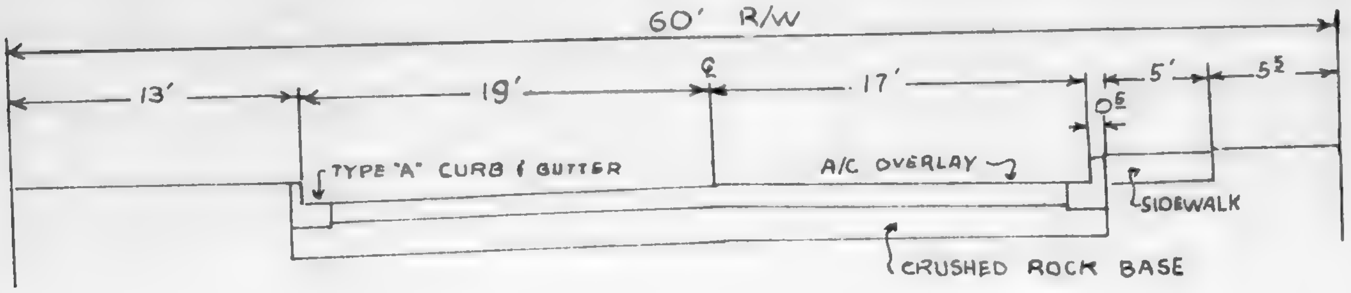
Date 5/29/1980

Authorization No. 1

Survey Prefix 324-1988 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly end of the project is Alexandra Avenue. The southerly end is Hardcastle Avenue. The length of project is 1450 feet.



TYPICAL SECTION

Purpose of survey:

City to prepare plans, specifications and cost estimate to reconstruct the paved section adding width, curbs and sidewalk.

Estimate of Costs:

Resident Engineer	(901)	$ 500	Utility Liaison	(914)	200
Paym't to Loc Govern't	(903)	15,000	Project Management	(920)	50
Final Design	(905)	500	Specifications	(921)	1,000
Soils & Geology	(910)	300	Adm. Serv. (Eng.)	(922)	50
Traffic	(911)	200	Environmental	(923)	200

M-4301(1)
12-2-[illegible]

Total estimated cost of survey $18,500

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Pespin

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

9326

Woodburn

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE 5/29/80

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Alexandra Avenue - Hardcastle Avenue (Woodburn)

HIGHWAY NAME: City Street - Park Avenue

HIGHWAY NUMBER: FAU-5301

REGION: 2

ADMINISTRATIVE DISTRICT: 3

COUNTY: Marion

CITY: Woodburn

LENGTH: 1450 feet

MILEPOST NUMBER ______ TO ______

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☒ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

The northerly end of the project is Alexandra Avenue. The southerly end is Hardcastle Avenue. The length of project is 1450 feet. The purpose of the work is to reconstruct the paved section, adding width, curbs and sidewalks.

REFERRED TO
Beard
Cole
Erikson ✓
Hager
Staudenmeyer
Mann
Watson W
Dorn
Leu
[✓ Return] Discuss Do File Copy Due
FINAL DESIGN ENGINEER

RECEIVED
AUG 17 1980
ROAD DESIGN SECTION
1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig
Do Not File
Return To
Bring Up ___/___
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 700- 1977

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 25 mph

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Location Engineer

Date

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTI NUMBER AND WIDTH.	POSED NUMBER AND WIDTH
TRAVEL LANES	2 - (10')	1 - (17') & 1 - (19')
SHOULDERS	2 - (3')	none
MEDIANS		– –
PARKING LANES		– –
SIDEWALKS		1 - (5')
BIKEWAYS		– –
INTERCHANGES		– –
OTHER:		– –

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MA
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☐	☒	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type ______

4 - WORK ITEMS

TO BE PERFORMED BY

		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☒	☐	☐
RIGHT-OF-WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☒	☐	☐

5 - DURATION TIMES (MONTHS)

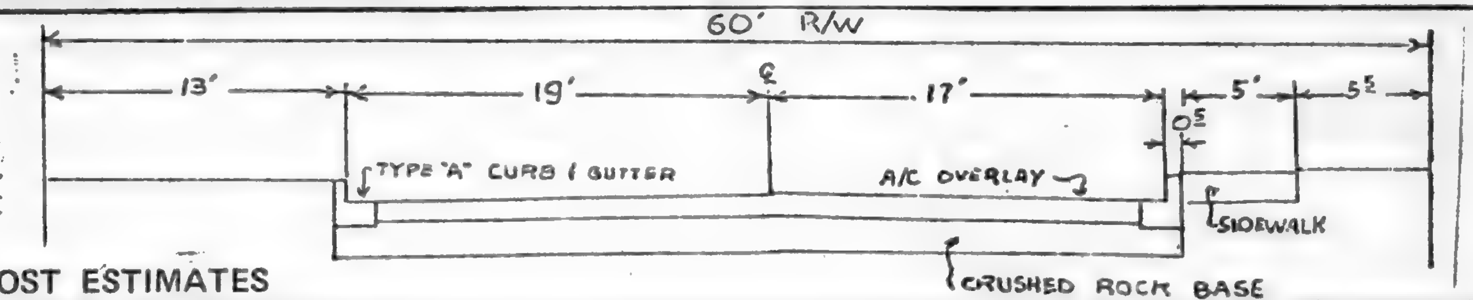
	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2)	2
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	1981 (Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Pavement - Class C A/C	3½" ~~2"~~	~~1½"~~
Base - level	2"	
base	6"	

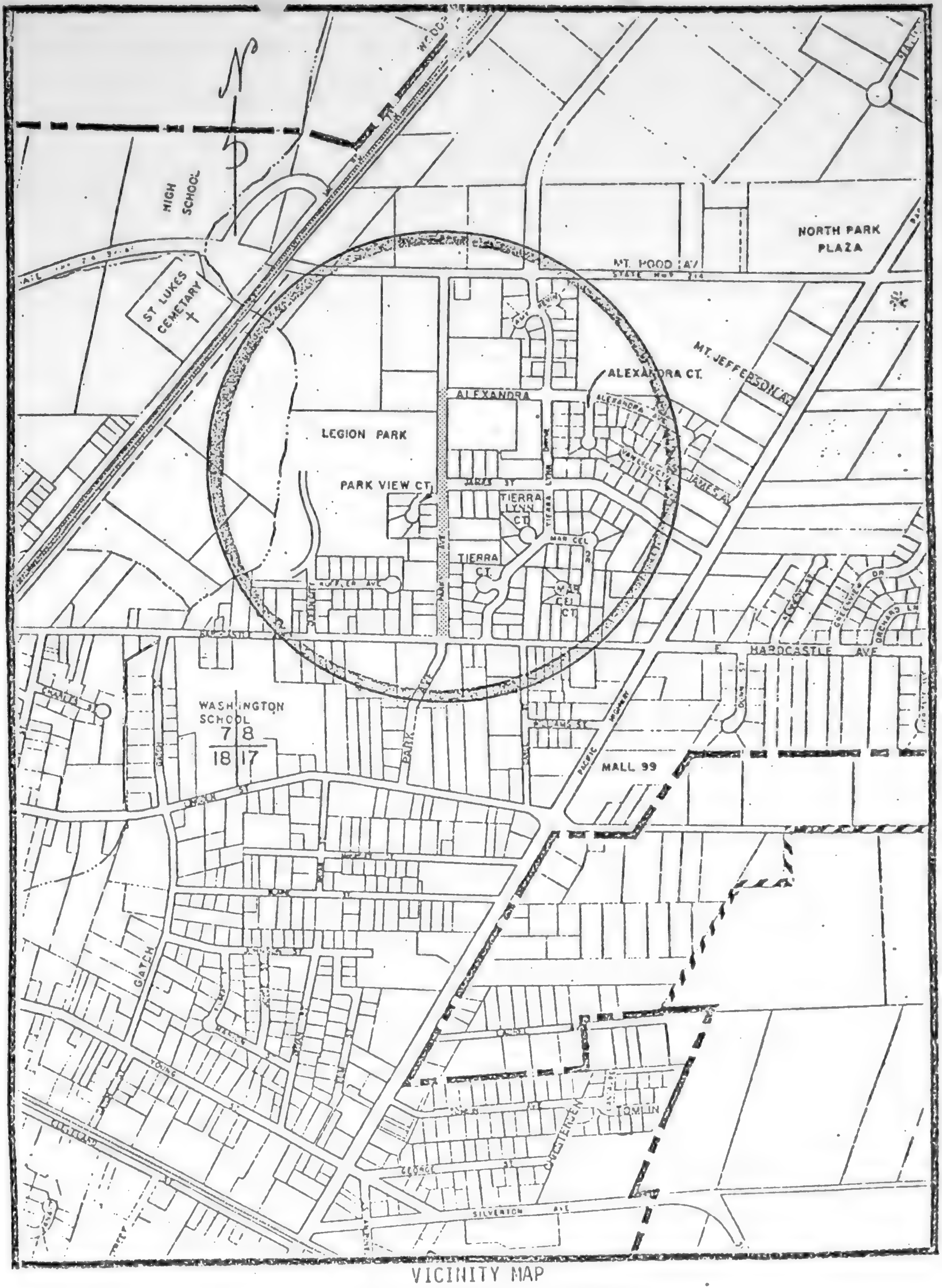
7 - TYPICAL SECTION AND LOCATION


60' R/W
13'
19'
℄
17'
5'
5⁵
0⁵
TYPE "A" CURB & GUTTER
A/C OVERLAY
SIDEWALK
CRUSHED ROCK BASE

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	20,000	18,500
RIGHT OF WAY		
TRAFFIC CONTROL		20.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	201,000	201.000
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	221,000	239.500

SUBMITTED BY: ____________________


N
HIGH SCHOOL
ST LUKES CEMETARY
NORTH PARK PLAZA
MT. HOOD AV
STATE HWY 214
MT. JEFFERSON AV
ALEXANDRA CT.
ALEXANDRA
LEGION PARK
PARK VIEW CT.
JAMES ST
TIERRA LYNN CT.
TIERRA CT.
MAR CEL CT
E. HARDCASTLE AVE
WASHINGTON SCHOOL
7 8
18 17
PACIFIC HIGHWAY
MALL 99
PARK
GATCH
YOUNG
TOMLIN
SILVERTON AVE

VICINITY MAP
City of Woodburn, Oregon

Scale 1"=800'

9326

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Section Alexandra Ave-Hardcastle Ave (Woodburn)
Highway N. Park Ave.
County Marion
Region 2
(Attach Sketch Map)

Date May 29, 1980
City Woodburn Hwy. No. City Street
Begin M.P. ______ Length 1450 ft.
Program Estimate $221,000
Funding Source FAUS

B. Purpose, Need, and Description of Project (Describe Alternatives):

The proposed project is to reconstruct an existing street to minimize maintenance and improve capacity and safety for vehiculor and pedestrian traffic.

C. Recommended Project Category and Documentation:

Project Category		Documentation
____	1	Draft and Final EIS
____	2	Environmental Assessment and Finding of No Significant Impact
X	3	Categorical Exclusion

Other Documentation:

- ☐ Wetlands Finding
- ☐ Cultural Resource Survey
- ☐ Section 106 Procedures
- ☐ Noise Study Report
- ☐ Indirect Source Construction Permit
- ☐ Section 4(f) Determination

Basis for Recommended Category:

A Catagorical Exclusion is recommended as no significant adverse impacts have been identifies. The project is compatible with the Woodburn Comprehensive Land Use Plan.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	No	No
Average Daily Traffic (Volume/Year)	700 (1970)	1000 (2000)
Alignment (New, Combined, Existing)		Existing
Speeds (Posted/Estimated)	25 posted	25 posted

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0
Estimated Number of Parcels	0
Residential Relocation (No.)	0
Business Relocation (No.)	0

2. Estimated Impact on Land Use:

None identified.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Traffic flow and safety would be improved.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None identified

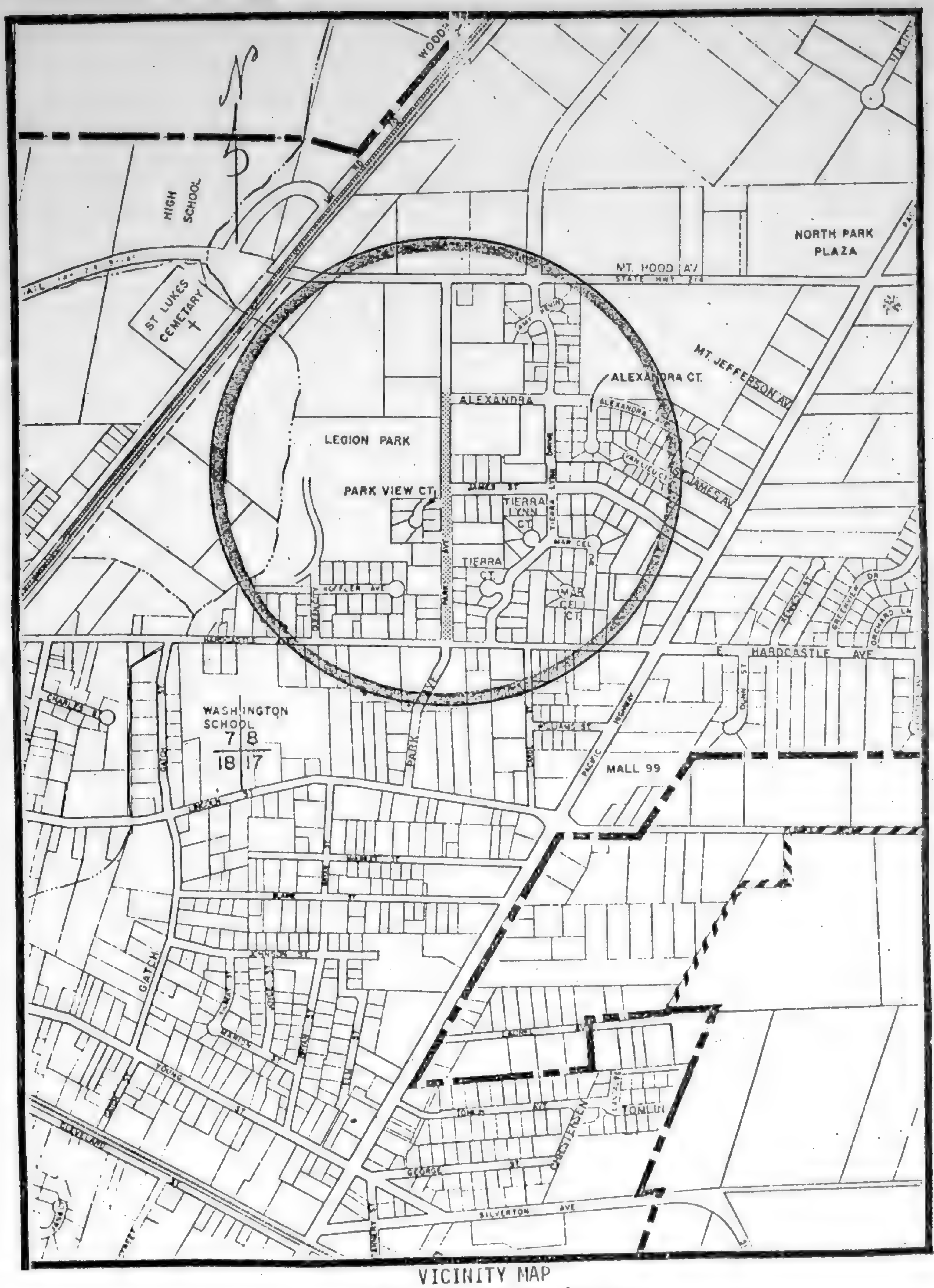
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None identified

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone No. Eddie Welsh 378-2626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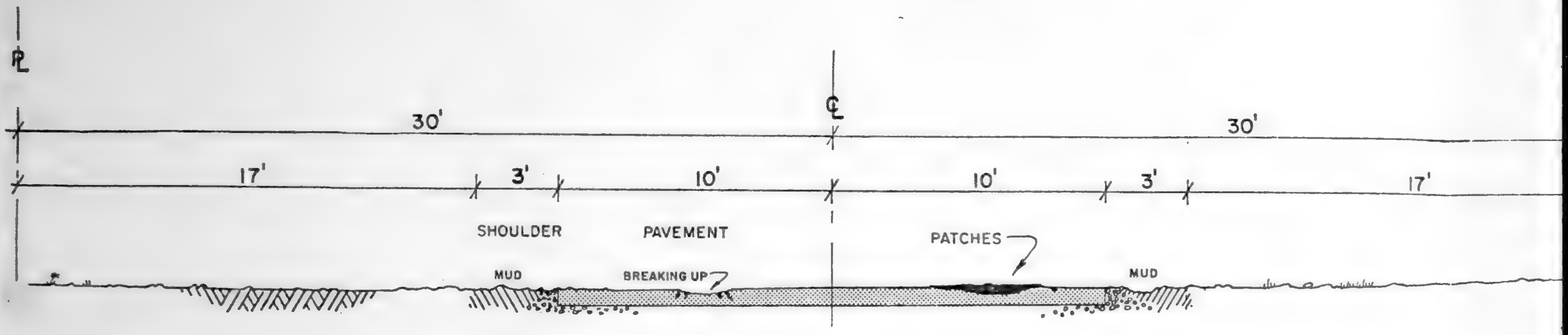
ST LUKES CEMETARY
NORTH PARK PLAZA
MT. HOOD AV
STATE HWY 214
MT. JEFFERSON AV
ALEXANDRA CT.
ALEXANDRA
LEGION PARK
PARK VIEW CT.
JAMES ST
JAMES AV
TIERRA LYNN CT.
TIERRA CT.
MAR CEL CT.
KOFFLER AVE
PARK AVE
E. HARDCASTLE AVE
WASHINGTON SCHOOL
7 8
18 17
CHARLES
DUNN ST
PACIFIC HIGHWAY
MALL 99
GATCH
YOUNG
CLEVELAND
GEORGE ST
TOMLIN
CHRISTENSEN
SILVERTON AVE
ORCHARD LN

VICINITY MAP
City of Woodburn, Oregon

Scale 1"=800'

Park Avenue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L
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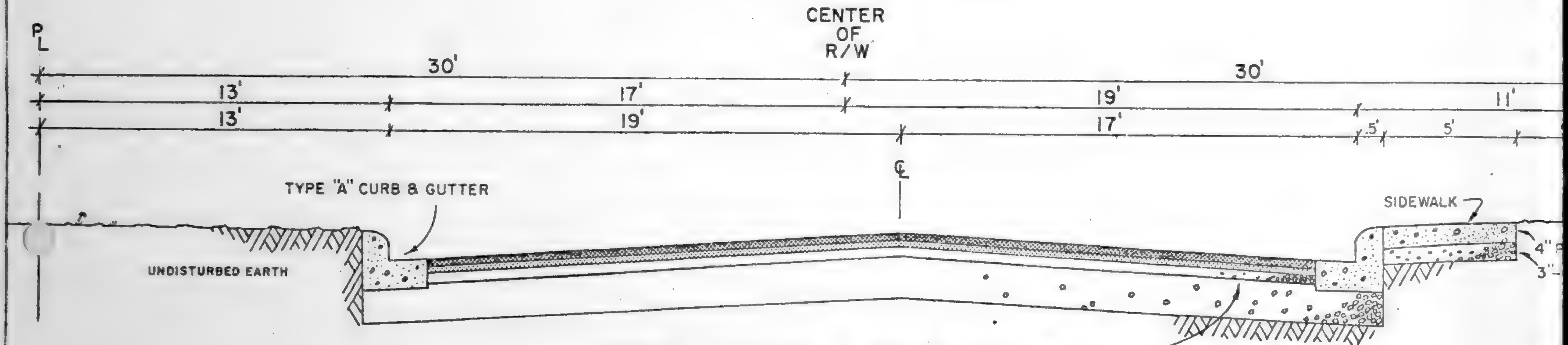
30'
30'
17'
3'
10'
10'
3'
17'
SHOULDER
PAVEMENT
PATCHES
MUD
BREAKING UP
MUD

EXISTING ROADWAY CROSS SECTION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OF
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TYPE "A" CURB & GUTTER
SIDEWALK
UNDISTURBED EARTH
4" P
3"

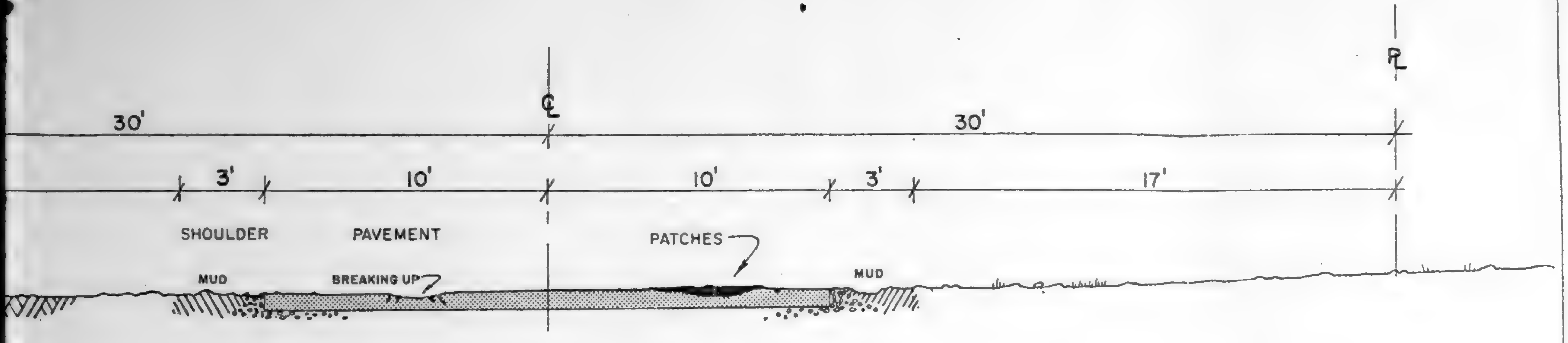
ASPHALT OVFRLAY "C" MIX 1½" THICK ON "B" MIX 2 IN. THICK ON 3/4" MINUS CRUSHED ROCK 2" THICK ON 11/2" MINUS CRUSHED ROCK 6" THICK.

DESIRED ROADWAY CROSS SECTION

CITY OF
ENGINEER

PARK AVE
HARDCASTLE

DATE: 4/14/80	PROJ.#
DRAWN BY: J.N.	DSN: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30'
30'
3'
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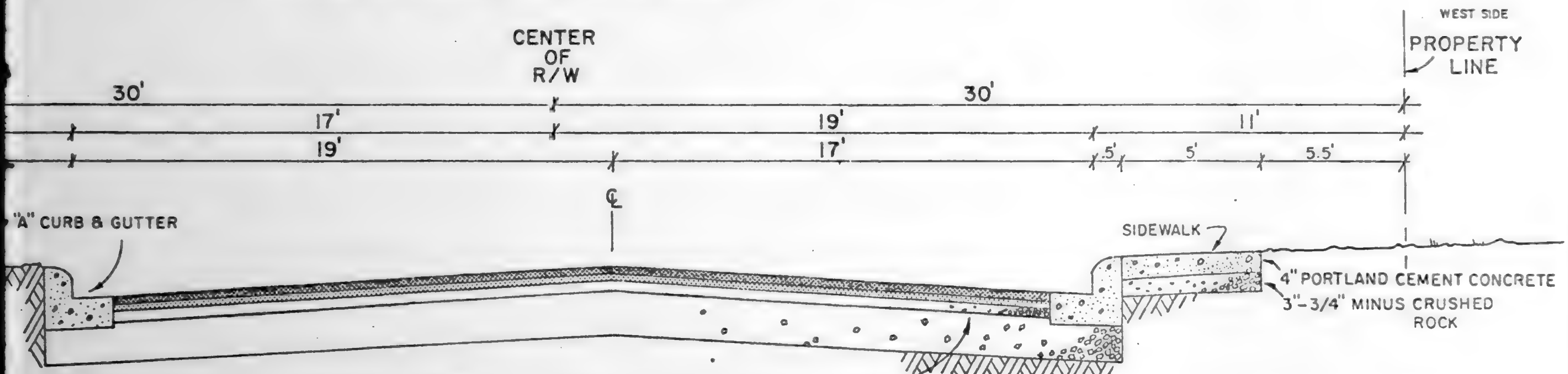
17'
SHOULDER
PAVEMENT
PATCHES
MUD
BREAKING UP
MUD

EXISTING ROADWAY CROSS SECTION

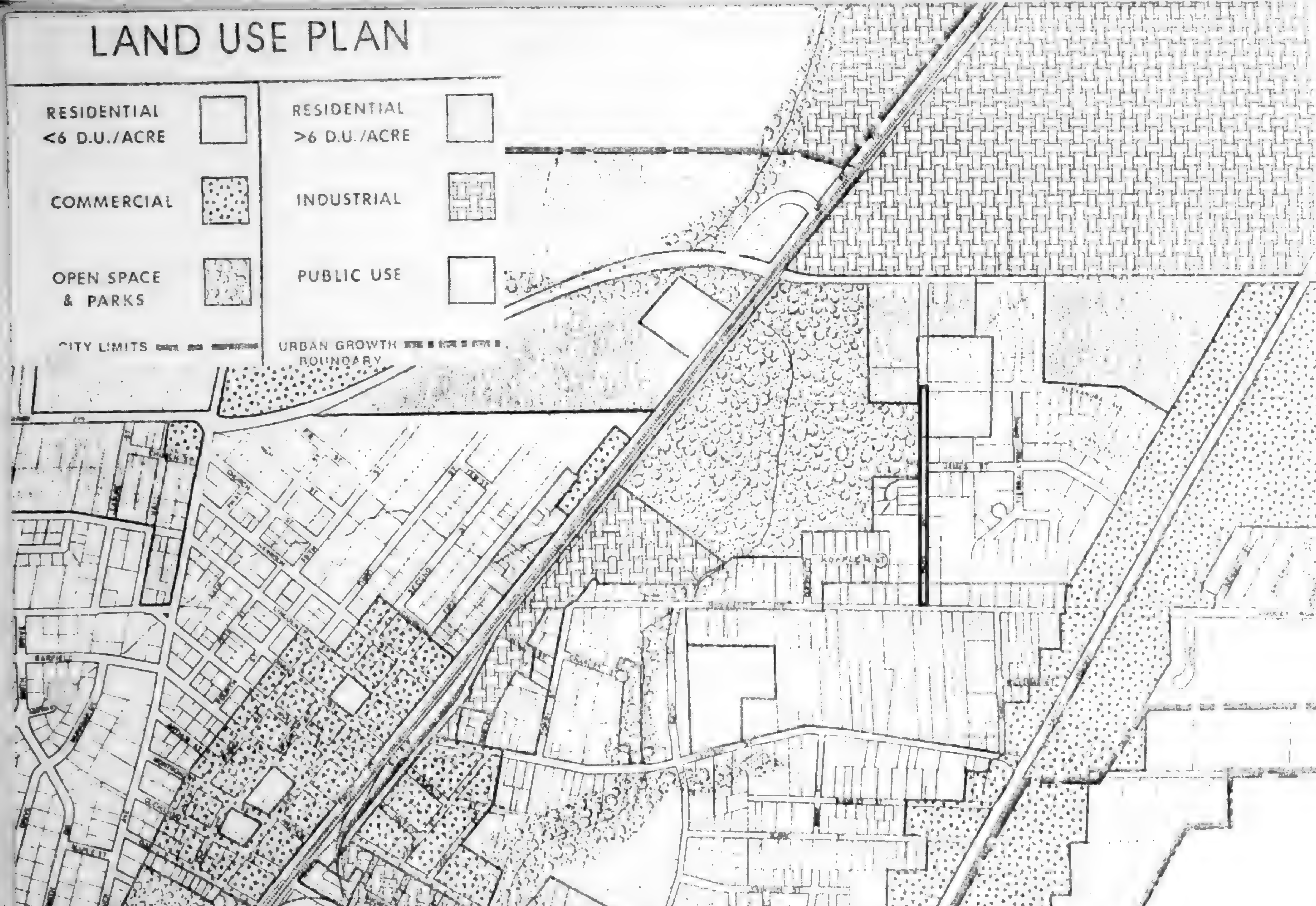

CENTER OF R/W
WEST SIDE
PROPERTY LINE
30'
30'
17'
19'
11'
19'
17'
.5'
5'
5.5'
℄
"A" CURB & GUTTER
SIDEWALK
4" PORTLAND CEMENT CONCRETE
3"-3/4" MINUS CRUSHED ROCK

ASPHALT OVERLAY "C" MIX 1½" THICK ON "B" MIX 2 IN. THICK ON 3/4" MINUS CRUSHED ROCK 2" THICK ON 1 1/2" MINUS CRUSHED ROCK 6" THICK.

DESIRED ROADWAY CROSS SECTION

CITY OF WOODBURN ENGINEERING DEPT.		
PARK AVE. WIDENING HARDCASTLE TO ALEXANDRA		
DATE: 4/14/80	PROJ.# 263	SHEET 1 of 1
DRAWN BY: J.N.	DSN.: J.N., CofW	CKD: R.M.C.

LAND USE PLAN


RESIDENTIAL <6 D.U./ACRE
RESIDENTIAL >6 D.U./ACRE
COMMERCIAL
INDUSTRIAL
OPEN SPACE & PARKS
PUBLIC USE
CITY LIMITS
URBAN GROWTH BOUNDARY
KOPPLER ST

7356

FEDERAL AID PROJECT REQUEST

Date May 27, 1980

Applicant Agency City of Woodburn
Request for: Off-System____, FAS-C____, FAUS X Project
Federal Aid Route No. FAU5301 Route Name Park Avenue
Project Name ~~Park Avenue~~ Alexandra Ave-Hardcastle Ave (Woodburn) Section

Project Length 1450' Project Location (Attach sketch map)
Project Description Re-construct paved section, adding width, curbs and sidewalks.

Average Daily Traffic 700 (1977) Design Speed 25

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20' Travel Lanes 2 Shoulders None
Medians None Parking None
Sidewalks None
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 36' Travel Lanes 2 Shoulders None
Medians None Parking 2
Curbed Curb & Gutter Length Curb Radii 15'
Sidewalk/~~Bikeway~~ 5' wide
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location: None

2. Proposed Signalization: None

Location ____________________
Type ____________________
Phases ____________________
Type of Suspension ____________________
Interconnected ____________________
Remarks ____________________

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location: N/A

2. Proposed Illumination: None

Location ____________________
Type ____________________
Remarks ____________________

V. STRUCTURE DATA N/A

1. Existing Structure:

Location ____________________
Type Bridge
Approach Roadway Width __________ Shoulder Width __________
Length __________ Width __________
To remain in place? ____________________

2. Proposed Structure:

Location ____________________
Approximate Size: Length __________ Width __________

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Public Works, R.M.Crichton 981-7111
Office
2. Environmental — Public Works, R.M.Crichton 981-7111
Office
3. Public Hearing — Public Works, R.M.Crichton 981-7111
Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State ____ Consultant ____

2. Project construction engineering to be performed by:

Applicant X State________ Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No________

If "yes," describe briefly: Engineering

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 201,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other________	
Preliminary engineering	20,000
PROJECT TOTAL	$ ~~201,000~~ 221,000

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Woodburn and/or ________ COUNTY

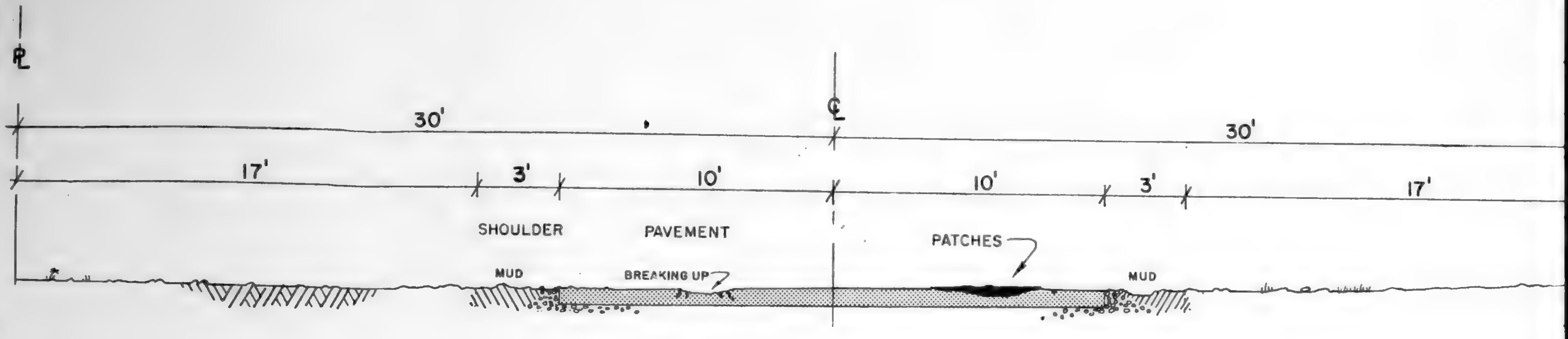
By________ By________

Director of Public Works

By Max L. Pope By________

City Administrator

By________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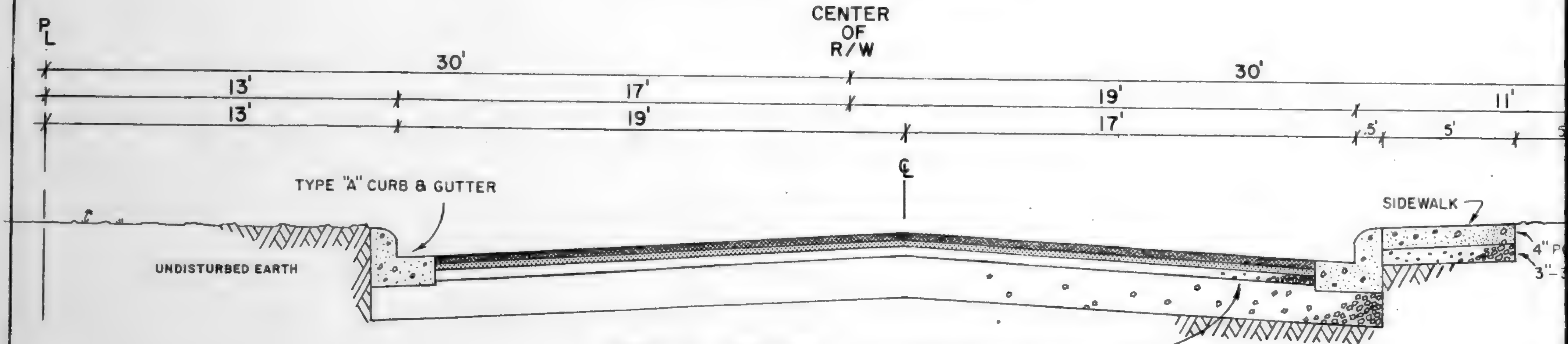
3'
17'
SHOULDER
PAVEMENT
PATCHES
MUD
BREAKING UP
MUD

EXISTING ROADWAY CROSS SECTION


CENTER
OF
R/W
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L
30'
30'
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5'
5
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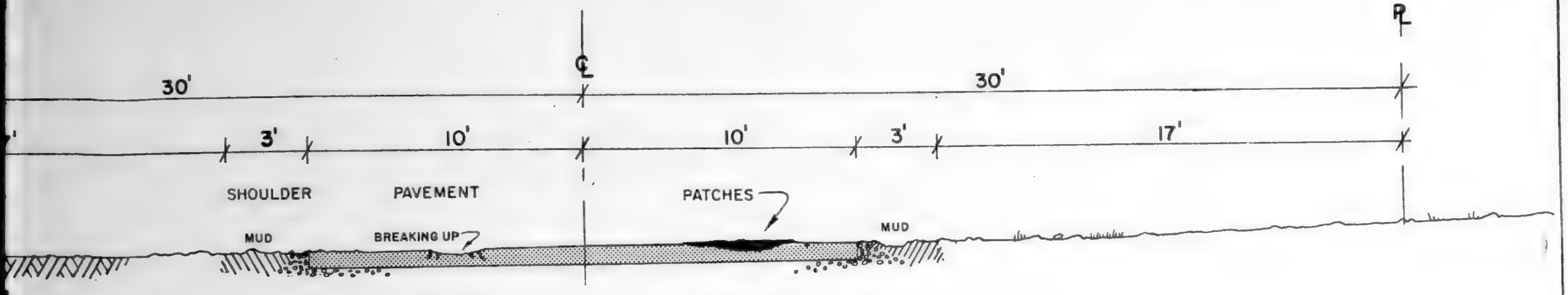
TYPE "A" CURB & GUTTER
SIDEWALK
4" P
3"-3
UNDISTURBED EARTH

ASPHALT OVERLAY "C" MIX 1½" THICK ON "B" MIX 2 IN. THICK ON 3/4" MINUS CRUSHED ROCK 2" THICK ON 1 1/2" MINUS CRUSHED ROCK 6" THICK.

DESIRED ROADWAY CROSS SECTION

CITY OF ENGINEER	
PARK AVE HARDCASTLE	
DATE: 4/14/80	PROJ.#
DRAWN BY: J.N.	DSN.: J


PL
30'
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30'
3'
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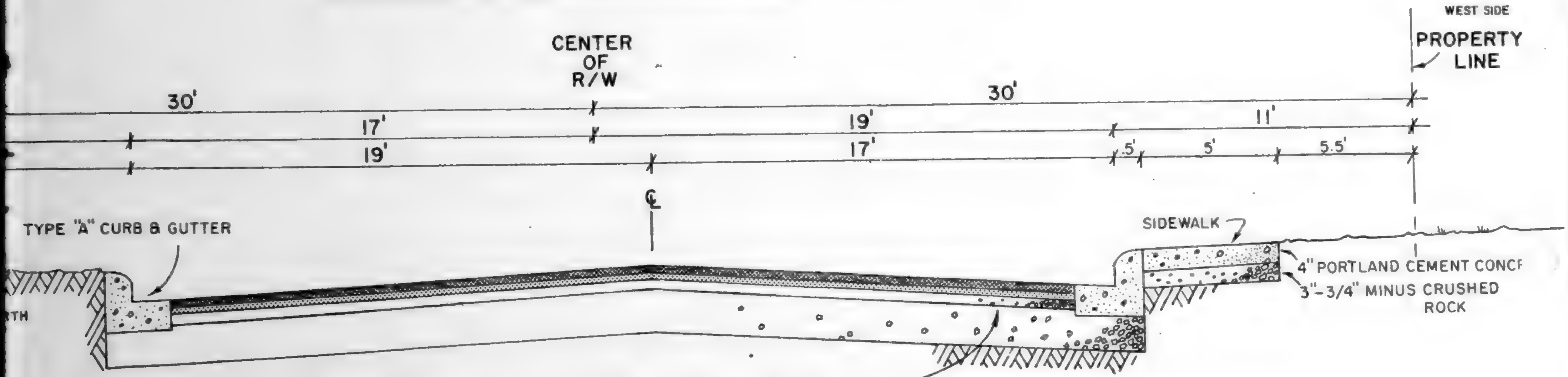
17'
SHOULDER
PAVEMENT
PATCHES
MUD
BREAKING UP
MUD

EXISTING ROADWAY CROSS SECTION


WEST SIDE
PROPERTY LINE
CENTER OF R/W
30'
30'
17'
19'
11'
19'
17'
.5'
5'
5.5'
℄
TYPE "A" CURB & GUTTER
SIDEWALK
4" PORTLAND CEMENT CONCF
3"-3/4" MINUS CRUSHED ROCK
RTH

ASPHALT OVERLAY "C" MIX 1½" THICK ON "B" MIX 2 IN. THICK ON 3/4" MINUS CRUSHED ROCK 2" THICK ON 1 1/2" MINUS CRUSHED ROCK 6" THICK.

DESIRED ROADWAY CROSS SECTION

CITY OF WOODBURN
ENGINEERING DEPT.

PARK AVE. WIDENING
HARDCASTLE TO ALEXANDRA

DATE: 4/14/80	PROJ.# 263	SHEET 1 of 1
DRAWN BY: J.N.	DSN.: J.N., C of W	CKD: R.M.C.

1981 Arterial St. Overlay Proj. 9327
No. 2. Several streets throughout
Portland. (Paving)

C&A 7372 - 11/12/80

[illegible]-27

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
TOLL FREE: 1-800-452-7813 Ext. 86232

In Reply Refer to
File No.: CON

September 17, 1984

Mr. Dick Schmidt
State Highway Coordinator
City of Portland
Bureau of Street and Structural Engineering
621 S.W. Alder Street, Room 725
Portland, OR 97205

Re: Project Name Arterial Street Overlay No. 2
Fed. Aid No. IX-0000 (26)(38)
Pool Acct. No. 4690

The above project has been completed and no further costs are anticipated. Therefore, you may withdraw the balance remaining in your account of $ 523.90 (plus interest) with the Oregon State Treasurer, Local Government Investment Pool.

Vernon E. Skoog
Vernon E. Skoog
Controller

JP:cw

cc: Oregon State Treasurer
Local Govt. Investment Pool

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
SEP 21 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 9/7/84

CITY: Portland AGREEMENT NO: 7372 PROJECT NO: IX-0000(26)(38)

CONTRACT NO: 9327 SECTION: Arterial Street Overlay Project # 2

PRELIMINARY ENGINEERING (Prefix No. 726-1920):

Project Manager	$ 650.32
Work Performed by City	14,974.49
Final Design	706.02
Region Geology	84.08
Audit Services	203.53
Program Section	516.91
Specifications	1,158.78
Total PE Cost	$ 18,294.13
Less Federal Funds	(15,550.01)
Balance	$ 2,744.12

STATE SHARE: 9/15 of $2,744.12 = $1,646.47

CITY SHARE: 6/15 of $2,744.12 = $1,097.65

CONSTRUCTION (Prefix No. 326-1039):

Payment to Contractor	$ 980,927.45
SFO #1 Permanent Striping (By City)	2,253.73
Construction Engineering (Nonparticipating $18.98)	6,737.89
Work Performed by City	61,376.31
Audit Services	401.44
Program Section	36.46
Salem Lab	1,961.45
Portland Lab	56.33
Technical Services	246.01
Construction Section	1,030.58
TOTAL CONSTRUCTION COST	$ 1,055,027.65
Less Federal Funds	(896,757.37)
Less Nonparticipating Construction Engineering	(18.98)
BALANCE	$ 158,251.30

STATE SHARE: 9/15 of $158,251.30 = $94,950.78

CITY SHARE: (6/15 of $158,251.30) + 18.98 = $63,319.50

SUMMARY:

City Share PE Costs	$ 1,097.65
City share Construction Costs	63,319.50
TOTAL CITY SHARE	$ 64,417.15
Less credit for PE by City	(898.47)
Less Credit for Construction Engineering by City	(3,682.58)
Less City Advance Deposit 7-2-81	(60,360.00)
REFUND DUE CITY	$ 523.90

Refund is in the Local Government Investment Pool, $523.90 can be released.

GEZ:jc

1337 326-1039

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE VOUCHER NO.
VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED		FHWA VOUCHER NO.
APPROPRIATION		FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon		PAID BY *(For use of Paying Office)*
ADDRESS Capitol Building Salem, OR 97310		

STATE Oregon		VOUCHER TYPE *(Check Appropriate Block)*	
		☐ CURRENT BILLING	
VOUCHER PERIOD	FROM 6-17-81	☐ OTHER PROGRESS	FEDERAL AID PROJECT NO.
	TO 1-3-84	☒ FINAL VOUCHER (*)	IX-0000(38)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
823	510,192.19	510,192.19	85%	433,663.36	433,663.36	-0-
772	541,152.88	544,816.48	85%	463,094.01	463,094.01	-0-
	1,051,345.07	1,055,008.67	85%	896,757.37	896,757.37	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY Oregon	DATE 2/24/84	SIGNATURE OF AUTHORIZED OFFICIAL Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Arterial St. O'Lay Project #2 (Portland) City Street, Portland Multnomah County					
	Construction Type Code 6201 City Streets					
	Final Contract Payment Summary (772) 470,735.26 (823) 510,192.19		Lump Sum		$980,927.45	
SFO	#2 Permanent Pavement Striping (City of Portland)		All Required		2,253.73	
	(772) Total Participating Construction Cost				$983,181.18	
	Construction Engineering					
	Work by City of Portland (772)		All Required		61,376.31	
	State (772)		All Required		10,049.74	
	total Participating Construction Engineering				71,426.05	
	Misc Project Cost					
	Audit Expense (772)		All Required		401.44	
	Total Participating Project Cost				1,055,008.67	
	Non Participating Project Cost					
	City of Portland Share of Project Cost		All Required		(3,682.58)	
	Construction Engineering		All Required		18.98	
	Total Non Participating Project Cost				(3,663.60)	
	Total Project Cost				1,051,345.07	
	Prepared based on Participating cost as shown on the Federal Billing as of 3-1-84					
	AMOUNT CARRIED FORWARD . . .					

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	326	1037	920	00	P	1				16.25	82	82
	326	1037	948	00	P	1				42.50	81	83
			TOT		P1					515.33		
			** JOB TOTALS **					**	**	515.33 **		
ART ST OLAY PROJ NO 2 CONT NO 9327 * FA PROJ NOS X10 0000038 100 X1 0000038											STATE	
	326	1039	201	00	P	1	Pay Cont	31,259.84CR	31,259.84CR	470,735.26	81	84
	326	1039	201	00	P	2	" "	20,909.84	20,909.84	510,192.19	82	84
	326	1039	203	00	P	1		10,350.00	10,350.00		81	84
	326	1039	208	00	N	1				50.93CR	82	82
	326	1039	270	01	P	1	STO#2			2,253.73	82	83
	326	1039	294	00	N	1	Loc. Match			3,682.58CR	82	83
	326	1039	295	00	N	9	Tr. City			60,360.00	81	82
	326	1039	296	00	N	9	" St.		92.10CR	957,117.37CR	81	84
	326	1039	298	00	N	9	" Fed.		92.10	896,757.37	81	84
	326	1039	900	00	P	1	Const. Engr			6,147.34	81	83
	326	1039	900	00	N	1	"			18.98	82	82
	326	1039	903	00	P	1	Pay. City			61,376.31	82	82
	326	1039	915	00	P	1	Audit			401.44	83	83
	326	1039	920	00	P	1	Prog. Sec.			36.46	81	82
	326	1039	928	00	N	1			.01	50.93	81	83
	326	1039	940	00	P	1	Salem Lab		46.45	1,961.45	81	83
	326	1039	941	00	P	1	Portland "			56.33	81	82
	326	1039	944	00	P	1	Tech. Serv.			246.01	81	82
	326	1039	945	00	P	1	Const. Sec.		46.45	1,030.58	81	83
	326	1039	948	00	P	1	Gen. Const Engr.			571.57	82	83
			TOT		P1			20,909.84CR	20,816.94CR	544,816.48		
			TOT		P2			20,909.84	20,909.84	510,192.19		
			TOT		N1				.01	3,663.60CR		
			** JOB TOTALS **					**	92.91 **	1,051,345.07 **		
N COL BLVD @ N PORT RD RA CONT NO 9328 * FA PROJ NOS X10 9956011 100											STATE	
	326	1040	201	00	P	1		150.00CR	150.00CR	118,225.27	81	84
	326	1040	203	00	P	1		150.00	150.00	4,480.00CR	81	84
	326	1040	206	00	N	1				82.50	82	82
	326	1040	295	00	N	9				19,449.00	81	82
	326	1040	296	00	N	9			227.84CR	121,608.47CR	81	84
	326	1040	298	00	N	9			227.84	102,159.47	81	84
	326	1040	900	00	P	1		3,604.49CR	3,604.49CR		81	84
	326	1040	900	00	N	1		3,604.49	3,604.49	3,604.49	84	84
	326	1040	911	00	P	1		38.52CR	38.52CR		[illegible]	84
	326	1040	911	00	N	1		38.52	38.52	[illegible] 52	[illegible]	[illegible]
	326	1040	915	00	P	1			[illegible] 00	[illegible] 40	[illegible]	[illegible]
	326	1040	920	00	P	1		18.23CR	18.23CR		81	84
	326	1040	920	00	N	1		18.23	18.23	18.23	84	84
	326	1040	940	00	P	1		1,084.13CR	1,047.75CR		81	84
	326	1040	940	00	N	1		1,084.13	1,084.13	1,084.13	84	84

B01
BILLING NUMBER 34

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

03/15/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-1025	1*	XI -9704-004 APPR-823	693,651.22	812,390.39	816,060.26	85.00	693,651.22	693,555.12	96.10 D	
	2*	X10 -9704-004 APPR-772	117,538.00	138,280.00	138,280.00	85.00	117,538.00	117,538.00		
	8*	XI -9704-004 APPR-823	92,246.67	108,696.75	108,525.49	85.00	92,246.67	92,246.67		
326-1025	PREFIX TOTALS		903,435.89	1059,367.14	1062,865.75		903,435.89	903,339.79	96.10	
326-1026	1	XI -000C-014 APPR-823	645,022.47	758,849.96	758,849.96	85.00	645,022.47	645,022.47		
326-1027	1*	XI -000C-016 APPR-823	129,310.26	152,423.09	152,129.72	85.00	129,310.26	129,310.26		
326-1028	1	XI -9823-001 APPR-823	124,853.00	157,695.01	157,133.49	85.00	133,563.47	124,853.00	8,710.47 B	
	2	XI -9699-002 APPR-823	119,392.00	119,248.82	119,221.09	85.00	101,337.93	101,337.93		
326-1028	PREFIX TOTALS		244,245.00	276,943.83	276,354.58		234,901.40	226,190.93	8,710.47	
326-1029	1*	XI -9326-004 APPR-823	44,724.33	53,883.24	52,616.36	85.00	44,724.33	44,724.33		
326-1032	1	XI -9793-003 APPR-823	4448,950.00	4811,104.69	4784,478.32	85.00	4066,806.57	4066,638.39		168.18
326-1034	1	XI -9956-007 APPR-823	232,437.00	253,879.67	253,870.69	85.00	215,790.09	215,790.09		
326-1035	1	XI -9956-007 APPR-823	7,400.00	8,725.54	8,725.54	85.00	7,416.71	7,400.00	16.71 B	
326-1036	1	SOS -2602-002 APPR-680	137,177.00	153,049.70	151,570.37	88.15	133,609.28	133,527.39		81.89
	2	0000-0000-000 APPR-000								
326-1036	PREFIX TOTALS		137,177.00	153,049.70	151,570.37		133,609.28	133,527.39		81.89
326-1037	1	XI -000C-017 APPR-823	335.00	515.33	515.33	85.00	438.03	335.00	103.03 B	
326-1039	1*	X10 -0000-038 APPR-772	463,094.01	541,152.88	544,816.48	85.00	463,094.01	463,094.01		
	2*	XI -0000-038 APPR-823	433,663.36	510,192.19	510,192.19	85.00	433,663.36	433663.36 ~~[illegible]~~00	~~[illegible]~~ D	
326-1039	PREFIX TOTALS		896,757.37	1051,345.07	1055,008.67		896,757.37	878,984.01	~~[illegible]~~.36	
326-1040	1*	X10 -9956-011 APPR-772	96,882.81	120,270.11	113,979.78	85.00	96,882.81	96,882.81		
326-1041	1	X10 -9877-003 APPR-772	235,200.00	273,676.26	273,187.37	85.00	232,209.26	232,209.26		
326-1043	1	X10 -9926-007 APPR-772	1414,253.00	1565,280.56	1564,710.97	85.00	1330,004.32	1329,716.30		288.02
	8	X10 -9926-007 APPR-772	90,270.00	8,316.00	8,288.67	85.00	7,045.37	7,045.37		
326-1043	PREFIX TOTALS		1504,523.00	1573,596.56	1572,999.64		1337,049.69	1336,761.67		288.02
326-1044	1	X10 -000C-022 APPR-772	390,000.00	416,289.39	416,289.39	85.00	353,845.98	353,838.38		[illegible].60

93 : 7

nig cc: OSHD (Coulter)

U [illegible] DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER 10	REPORT NUMBER 3	COUNTY Multnomah 12-12-83	DIVISION Oregon
DATE OF REPORT 12-12-83	REPORT MADE BY Thomas P. Lowe, Area Engineer		PROJECT NO. IX-0000(38)
COMPLETION DATE 12-24-83	ACCEPTANCE DATE BY CONTRACT AGENCY 1-20-82	TIME ELAPSED 100 %	CONTRACT TIME 75 days
APPROVED EXTENSIONS 46 days	LOCATION See Below		

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PORTLAND ARTERIAL STREET OVERLAY PROJECT #2

This project involved providing an asphalt concrete overlay, with grinding of existing asphalt in some areas and reconstruction of some weak spots. Work was done on segments of 11 different streets. The SE. Woodstock Street Section involved asphalt recycling for the overlay.

A 46-day extension was provided due to the addition of 48% more asphalt work than was originally specified by the City.

Savings in engineering costs of $57,648, along with a reduction in cold pavement removal of $6,929.52 were the major reasons for a project underruns of 17%.

---TPL---

RECEIVED
STATE HWY ENGR
JAN 4 '84
REFER TO Keasey
FOR
Info Inves R/D D/R Sign Act File

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By T. P. LOWE Thomas P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer Glenn K. Hossner	
TITLE Area Engineer	DATE 12-12-83	TITLE Field Operations Engineer	DATE 1/3/84

ORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED
ev 12-79)

9327 6-2-82 file L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co. No. 9327	Arterial St. Overlay Proj. No. 2 (Portland) Multnomah County	May 12, 1982
Linnco Electric Co. No. 9259	Tualatin Valley Hwy. @ SW 219th Washington County	May 14, 1982
Douglas S. Coats, Inc. No. 9268	Klamath Strait Bridge Klamath County	May 17, 1982
Mocon Corp. No. 8747	NE Glisan St. U'Xing. Multnomah County	May 19, 1982
R. L. Coats No. 9288	Redmond SCL-Whittemore Rd. N. Unit Deschutes County	May 25, 1982
Baker Redi-Mix, Inc. No. 9321	Bensel Rd.-Hermiston Ditch Umatilla County	May 25, 1982
N. Santiam Paving Co. No. 9326	Alexandra Ave.-Hardcastle Ave. Marion County	May 27, 1982
Steeck Electric Co. No. 9279	Crater Lake Hwy. @ Lake of the Woods Hwy., Ave. "G" & Linn Rd. Jackson County	May 28, 1982
Linnco Electric Co. No. 9258	Pac.Hwy.W. @ Royalty Parkway Washington County	May 28, 1982
Hansen Electric Co. No. 9180	Beaverton/Tigard Hwy. @ Walker Rd. Intchge. Washington County	May 28, 1982

June 2, 1982 C T Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9327

8

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-215 + 216

PROJECT REPORT NUMBER

MODIFICATION NUMBER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-24-83

State Oregon

County Multnomah

Project Number IX-0000(38)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on August 24, 19 81,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$1,235,000.00	$1,235,000.00
Federal funds	634,110.00(772) $ 415,890.00(823)	616,336.64 (772) $ 433,663.36 (823)
Other revisions		

This modification is made for the following reasons: to include program change, and to decrease Appn Code 772 funds by $17,773.36 and to increase Appn Code 823 funds by a like amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of May, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Henry A. Porter

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 23, 1983

Federal-Aid Project No. IX-0000(38)

Arterial St. O'lay Project #2 (Portland)
City Streets, Portland
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201

City Streets;	N. Willamette Blvd.	(Portsmouth-Greeley)
	N.E. Ainsworth St.	(15th-33rd)
	N.E. Hailey St.	(42nd-67th)
	S.W. 6th Ave.	(Madison-I 405)
	S.E. 17th Ave.	(Nehalem-Ochoco)
	S.E. 28th Ave.	(Holgate-Steele)
	S.E. 52nd Ave.	(Division-Foster)
	S.E. Hawthorne	(12th-52nd)
	S.E. Woodstock	(39th-46th)
	N.W. 14th	(Lovejoy-Savier)
	N.W. Lovejoy	(19th-Cornell)

Total the same as previous estimate of August 20, 1981	$ 1,235,000.00

Length of Roadway ---------- 10.292 mi.

Cost of Roadway Per Mile	$ 133,122.71

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Fed. Funds	State Funds	Other Funds
City Street Paving	(772)	$ 725,105.00	$ 616,336.64	$ 65,259.46	$ 43,508.90
City Street Paving	(823)	510,195.00	433,663.36	45,920.54	30,611.10
Total		$1,235,300.00	$ 1,050,000.00	$ 111,180.00	$ 74,120.00

Contract No. 9327
Prefix: 726-1920
Prefix: 326-1039

7327 State L

TO BE COMPLETED BY FHWA 8-158 + 159	U.S. DEPARTMENT OF TRANSPORTATIC FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 8 24 81	STATE Oregon COUNTY Multnomah PROJECT NO. IX-0000(38)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Arterial St. O'lay Project (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-17-81	6.800
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,235,300.00	$ 1,050,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By B.R. Moeberg
Assistant State Highway Engineer
(Title)
XXBy For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator 8-24-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon August 20, 1981

Federal Aid Project
No. IX-0000(38)

Arterial St. O'lay Project #2 (Portland)
City Streets, Portland
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code 6201

City Streets;	N. Willamette Blvd.	(Portsmouth-Greeley)
	N.E. Ainsworth St.	(15th-33rd)
	N.E. Hailey St.	(42nd-67th)
	S.W. 6th Ave.	(Madison-I 405)
	S.E. 17th Ave.	(Nehalem-Ochoco)
	S.E. 28th Ave.	(Holgate-Steele)
	S.E. 52nd Ave.	(Division-Foster)

Mobilization		All Required	$ 22,358.00
Temporary Protection and Direction of Traffic		All Required	14,562.00
Temporary Signs	810 Sq. Ft.	5.40	4,374.00
Temporary Barricades Type 1	30 Each	51.70	1,551.00
Temporary Barricades, Type II	4 Each	104.50	418.00
Flagmen	1,020 Hr.	24.00	24,480.00
Removal of Pavement and Base	10,275 Sq. Yd.	4.60	47,265.00
Cold Plane Pavement Removal, Full Width	76,570 Sq. Yd.	1.30	99,541.00
Cold Plane Pavement Removal, Partial Width	12,000 Sq. Yd.	1.50	18,000.00
General Excavation	200 Cu. Yd.	5.00	1,000.00
1 1/2"-0 Aggregate Base	2,260 Cu. Yd.	14.80	33,448.00
Class "C" Asphalt Concrete Mixture	13,160 Ton	16.50	217,140.00
Class "C" Asphalt Concrete Mixture in Leveling	3,060 Ton	18.30	55,998.00
Asphalt in Mixture	890 Ton	165.00	146,850.00
Adjusting Manholes with Riser Ring	52 Each	128.00	6,656.00
Adjusting Manholes Resetting Frame	5 Each	240.00	1,200.00
Adjusting Inlets	26 Each	193.00	5,018.00
Adjusting Boxes	5 Each	106.00	530.00
Sealing Pavement Cracks	3,760 Lin. Ft.	1.75	6,580.00
			$706,969.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 3,425.00
Asphalt Cement Adjustment	All Required	23,000.00
On-the-job Trainee (1 at $800)	All Required	800.00
		$ 27,225.00

SUBTOTAL	$734,194.00
Engineering	99,116.00
TOTAL	$833,310.00

Length of Roadway ----------------- 6.800 mi.
Cost of Roadway Per Mile ----------$122,545.58

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds	Other Funds
City Street Paving	$833,310	$708,313	$ 74,998	$ 49,999
Reserve Funds	401,990	341,687	36,182	24,121
TOTAL	$1,235,300	$1,050,000	$111,180	$ 74,120

Group 1 100%
Contract No. 9327
Prefix: 726-1920
Prefix: 326-1039

9327

(MEMORANDUM)

726-1920

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-30-82

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

(For use of Paying Office)

ADDRESS Treasurer of the State of Oregon

Capitol Bldg.
Salem, OR 97310

STATE

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)

VOUCHER PERIOD Oregon

FROM

TO 8/26/80

FEDERAL AID PROJECT NO. IX-0000(26)

8/16/81

X

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$17,395.60	$18,294.13	85.00%	$15,550.01	$15,550.01	$ 0.00

RECEIVED DIVISION OFFICE

BY DATE

DIVISION OFFICE REVIEW MADE

BY DATE

PASSED FOR PAYMENT

BY DATE

REMARKS

Oregon 12/30/82 Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Arterial Street (Portland) Overlay Project No. 2 Various City Arterial Streets Throughout Portland Multnomah County					
	Preliminary Engineering Type Code P.E.					
	Work by City of Portland	All	Required		$14,974.49	
	State	All	Required		3,116.11	
	Total Preliminary Engineering				$18,090.60	
	Misc. Project Cost					
	Audit Expense	All	Required		203.53	
	Total Participating Cost				$18,294.13	
	Nonparticipating Project Cost					
	City of Portland Share of Project	All	Required		(898.47)	
	Total Project Cost				$17,395.66	
	Prepared based on Participating Costs as shown on Federal Billing as of 12/22/82.					
	AMOUNT CARRIED FORWARD					

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                                                                                   JANUARY 1983        PAGE  961
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                      FISCAL           GRAND TOTAL
                                                                                   YEAR TO DATE          TO DATE
     DESCRIPTION              PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH               2,312.43          3,514.90
                          726   1919      923     00 P 1                                  325.12            325.12
                          726   1919      932     00 P 1                                   28.51             28.51
                          726   1919      950     00 P 1                               33,637.69         49,544.63
                                          TOT        P1          503.17                                    246.56
                                          TOT        N1
                                      ** JOB TOTALS **           503.17  **            33,637.69  **     49,791.19  **

                                                                                                                     STATE
ARTERIAL ST OVERLAY PROJ 2   CONT NO       * FA PROJ NOS X1   0000026 100                                  898.47CR
                          726   1920      294     00 N 1  Loc. Match                      280.84        15,550.01CR
                          726   1920      296     00 N 9  Tr. St.  453.84                 280.84CR      15,550.01
                          726   1920      298     00 N 9   " Fed   453.84CR               129.66CR         650.32
                          726   1920      901     00 P 1  Proj. Mgr                        19.20CR      14,974.49
                          726   1920      903     00 P 1  Legal Cnsl.                                      706.02
                          726   1920      905     00 P 1  Fin Res                                           84.08
                          726   1920      910     00 P 1  Reg Cool                        113.10CR
                          726   1920      914     00 P 1                                  203.53           203.53
                          726   1920      915     00 P 1  Admin                            47.62CR         516.91
                          726   1920      920     00 P 1  Proj Sec                        224.35CR       1,158.78
                          726   1920      921     00 P 1  Specs                           330.40CR      18,294.13
                                          TOT        P1                                                    898.47CR
                                          TOT        N1
                                      ** JOB TOTALS **                   **               330.40CR**    17,395.66  **

                                                                                                                     STATE
PORTLAND SIG SYS PROJECT     CONT NO 0000   FA PROJ NOS M    000C019 100                   65.48CR         349.97CR
                          726   1921      294     00 N 1                                                 3,800.00
                          726   1921      295     00 N 9                                1,281.65CR      75,935.67CR
                          726   1921      296     00 N 9          130.61CR              1,281.65        72,135.67
                          726   1921      298     00 N 9          130.61                  251.16           388.46
                          726   1921      901     00 P 1                                   66.33            66.33
                          726   1921      902     00 P 1                                1,105.21         5,906.71
                          726   1921      903     00 P 1                                                75,000.00
                          726   1921      904     00 P 1           92.94                  139.75           477.94
                          726   1921      911     00 P 1                                                    71.43
                          726   1921      913     00 P 1                                                    14.94
                          726   1921      920     00 P 1                                1,562 45        81,925.81
                                          TOT        P1            92.94                   65.48CR         349.97CR
                                          TOT        N1
                                      ** JOB TOTALS **            .92.94  **            1,496.97  **     81,575.94  **

                                                                                                                     STATE
N INTERSTATE&N TILLAMOOK     CONT NO          FA PROJ NOS X10 9361005 100                  71.39CR         165.90CR
                          726   1922      296     00 N 9                                   71.39           165.90
                          726   1922      298     00 N 9                                                    27.21
                          726   1922      902     00 P 1                                   88.58           167.97
                          726   1922      920     00 P 1                                   88.58           195.18
                                          TOT        P1
                                      ** JOB TOTALS **                   **                88.58  **       195.18  **
```

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
726-1916	1	XI -0000-021 APPR-823	7,750.00	134.21	134.21	85.00	114.08	114.08		
726-1917	1	XI -9326-005 APPR-823	5,002.01	5,884.72	5,884.72	85.00	5,002.01	5,002.01		
	2	X10 -9326-005 APPR-772				85.00				
726-1917		PREFIX TOTALS	5,002.01	5,884.72	5,884.72		5,002.01	5,002.01		
726-1918	1	XI -000C-017 APPR-823	657.63	382.79	382.79	85.00	325.37	325.37		
726-1919	1	XI -9300-004 APPR-823	45,000.00	49,791.19	49,544.63	85.00	42,112.94	41,685.14		427.80
	2	X10 -9300-004 APPR-772				85.00				
726-1919		PREFIX TOTALS	45,000.00	49,791.19	49,544.63		42,112.94	41,685.14		427.80
726-1920	1*	XI -0000-026 APPR-823	15,550.01	17,395.66	18,294.13	85.00	15,550.01	15,550.01		
726-1921	1	M -000C-019 APPR-W36	330,560.00	82,665.46	83,084.06	88.15	73,238.60	72,217.60		1,021.00
726-1922	1	X10 -9361-005 APPR-772	2,040.00	195.18	195.18	85.00	165.90	165.90		
726-1923	1	X10 -9326-006 APPR-772	71,000.00	47,230.12	47,073.66	85.00	40,012.61	39,217.20		795.41
	2	X10 -9326-006 APPR-580	37,889.00			85.00				
726-1923		PREFIX TOTALS	108,889.00	47,230.12	47,073.66		40,012.61	39,217.20		795.41
726-1924	1	X10 -9383-002 APPR-772	55,000.00	46,074.61	45,548.54	85.00	38,716.26	37,597.88		1,118.38
726-1925	1	X10 -9956-010 APPR-772	2,550.00	1,658.80	1,658.80	85.00	1,409.98	1,409.98		
726-1926	1	X10 -0000-028 APPR-772	9,645.00	1,215.01	1,215.01	85.00	1,032.76	950.04		82.72
	2	M -0000-028 APPR-W36				88.15				
726-1926		PREFIX TOTALS	9,645.00	1,215.01	1,215.01		1,032.76	950.04		82.72
726-1927	1	HES -9361-006 APPR-141	7,434.00	8,919.85	8,919.85	90.00	8,027.87	7,434.00	593.87 B	
726-1928	1	RDUM-0031-000 APPR-244	190,000.00	163,152.90	163,152.90	100.00	163,152.90	163,114.79		38.11
	2	RDUM-0031-000 APPR-244	62,000.00			75.00				
	3	RDFH-0031-000 APPR-944	15,333.00			100.00				
726-1928		PREFIX TOTALS	267,333.00	163,152.90	163,152.90		163,152.90	163,114.79		38.11
726-1929	1	X10 -0000-037 APPR-772	2,000.00	403.76	403.76	85.00	343.20	343.20		
726-1930	1	M -000C-021 APPR-W36	28,217.00	20,799.68	21,904.38	88.18	19,315.28	19,315.28		

9327

May 18, 1982

The Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, OR 97205

CON 5
#9327

Gentlemen or Ladies:

On May 14, 1982, we wrote to you concerning release of final payment on Contract No. 9327 awarded to Cascade Construction Company, Inc. for paving on the Arterial Street Overlay Project #2 in Portland, Multnomah County.

The total contract amount is $980,927.45. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Don Reger & Company
200 Market Building
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9327

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

In Reply Refer to
File No.: CON 3

DATE: February 16, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ATTN: Glenn K. Hossner

Duane O. Christensen

FROM: Duane O. Christensen, P.E.
Construction Operations Engineer

SUBJECT: Price Reduction
Portland Arterial Street Overlay Project #2
Multnomah County
Contract No. 9327
Project No. IX-0000(38)

Your note of February 2, 1982 attached to the FHWA Final Inspection Report for the subject project asked about the status of new specifications for compaction.

We are developing a new compaction specification based on the State of Washington's, which uses the Rice Specific Gravity for field control of maximum density and nuclear guage or cores for in-place density.

We will be discussing pay factors at our meeting with Scott Coulter on February 16 and with contractor's on February 18.

DOC:mk

cc: H. S. Coulter ✓

RECEIVED
STATE HWY ENGR
FEB 18 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

9327

L.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: ARTERIAL STREET OVERLAY PROJECT NO. 2 (Portland)

WEEK ENDING: 1-23-82

SECTION PREFIX: 326-1039

HIGHWAY: CITY STREETS

COUNTY: MULTNOMAH

NAME OF JOB:

KIND OF WORK: PAVING

CONTRACTOR: CASCADE CONSTRUCTION COMPANY, INC.

CONTRACT NUMBER: 9327

FEDERAL AID PROJECT NUMBER: IX-0000(38)

DATE OF CONTRACT: JULY 14, 1981

DATE WORK STARTED: JULY 29, 1981

ESTIMATED COMPLETION DATE: OCTOBER 9, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS N/A

WORK DAYS USED N/A

SPECIFIED CALENDAR DAYS 75

CALENDAR DAYS USED 121

SPECIFIED COMPLETION DATE N/A

PERCENT OF TIME ELAPSED 161%

PROJECT AUTHORIZATION: $ 1,231,452.72

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

EXCLUSIVE OF ENGINEERING: $ 1,133,804.49

ENGINEERING AUTHORIZATION $ 97,648.23

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 84%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 983,400.00

ENGINEERING COST TO DATE $ 46,000.00

DATE PROJECT WAS COMPLETED: 11-24-81

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 13 %

PERCENT OF AUTHORIZATION 47 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
N/A	N/A	N/A	100%	100%	N/A		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Pt. Cloudy			
THURSDAY	Showers Snow, Rain			
FRIDAY	Showers			
SATURDAY	Rain			

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RECEIVED
JAN 27 1982
CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activty
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

Final inspection completed on 1-20-82. 3rd Notification to be issed next week.

This is final report to be submitted.

SIGNED Steve E Thomsen LOCATION City of Portland
Steve Thomsen, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9327

E.

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 8, 1982

CON 5 #9327

NOTED
H.S. COULTER

Cascade Construction Company, Inc.
P.O. Box 4267
Portland, OR 97208

RE: Time Extension Request
Arterial Overlay Project #2 (Portland)
Contract No. 9327
IX-0000(38)

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 46 calendar days is granted due to additional work performed.

This will eliminate all liquidated damages under this contract.

Sincerely,

O. B. Jackmond
For C. T. Kearey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:cb

cc. H.S. Coulter ✓ (att. 2 letters)
E. L. Hardt "
M. B. Smith "
Steven E. Thomsen " (City of Portland)
FHWA "
Bob Church "

RECEIVED
STATE HWY ENGR
JAN 11 '82
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File

STATE OF OREGON

INTEROFFICE MEMO

TO: MARION CRAFT
Region Construction Engineer

DATE: December 15, 1981

FROM: M. B. SMITH
Region Liaison Consultant

SUBJECT: REQUEST FOR CONTRACT TIME EXTENSION
ARTERIAL STREET OVERLAY #2 (PORTLAND)
CONTRACT NO. 9327

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Attached is Contractor's Request for Increase in Number of Workdays along with the Engineer's recommendation for subject contract. I have reviewed and discussed with the project engineer the fact that the contractor used 121 calendar days to complete the project, and concur with the project engineer's recommendation of granting 40 additional days. The 6 day difference between the 121 days used and the 75 original limiting calendar day count plus the recommended 40 day extension was due to the contractor's commitments on his other projects, therefore, the contractor should be charged liquidated damages for 6 days.

1-8-82

CTK -
Upon review of Project Managers, I conclude that we should grant a full time extension of 46 CD as follows

Reason	Time Recommended
P.A. 3	= 36 CD
Not allowing work on 6th St.	= 7 CD
Revise M.H. rings	= 3 CD

We cannot enforce assessment of any L.D. under the circumstances existing on this project.

MBS/gw
Attachment

cc: Bryant Jackman - with attached originals.
I agree with the Resident Engineer, Steve Thompson, and Mike Smith's analysis and recommend the 40 day extension. Marion Craft

Resident Engineer's Report and Recommendation
Arterial Overlay Project #2 (Portland)
Multnomah County
Contract No. 9327 Prefix 326-1039
F.A.P. No. IX-0000(38)

On November 13, 1981, Cascade Construction Company delivered Form 81-734-3320 (Contractor's Request for Increase in Number of Workdays to Complete Construction Contract) to my office. Below are the contractor's reasons for asking for an increase in calendar days.

1. Price Agreement No. 3 increased the size of the project by approximately 48%, requiring additional time to complete the added work. 36 CD
2. Northwest Natural Gas did not get their work completed on Lovejoy Street until the contract time had expired. 0 CD
3. The contract specifications required the contractor to pave SW 6th Street on Saturday or Sunday. They were asked not to work on this street on two weekends due to other heavy traffic activities. 7 CD

I feel that the contractor should be granted a time extension per Item 1 above. The project work consists mainly of paving and base repair, and all streets added on P.A. #3 are similar in work required, i.e., paving and base repair. Therefore, the time extension should be increased in direct proportions with the percentage of streets added as follows:

Time extension = 75 days X 48% = 36 days

Items 2 and 3 above did account for some delays in the contractor's work but an accurate determination of time that should be granted for these two items would be difficult to calculate. The time extension based on Item No. 1 is sufficient to satisfy the contractor's request for an increase from 75 days to 111 days. Therefore, Items 2 and 3 will not be considered in this report.

In addition to the above on November 30, 1981, the contractor submitted an amendment to his time extension in letter form asking for an additional 6 days. Below are the contractors reasons for asking for these additional days.

4. An intense wind storm on 11-14-81 disrupted the work schedule and the subsequent wet weather prevented Cascade Construction Company from completing the raising of manhole rings to street grade. They were using an epoxy compound to set the rings which requires dry weather. 0 CD
5. On 11-20-81, it was discovered that some of the old riser rings, into which they insert the new rings, were warped, requiring them to send the new rings out to be ground to fit. This prevented them from completing the work until 11-25-81. 3 CD

I feel that the contractor should be granted one day time extension for Item 4. above as it was a severe storm causing widespread damages and power outages.

Item 5 delayed the contractor a total of three days not five. The adjustment of manholes was the last bid item to be completed before the calendar day count was to be stopped. The contractor was making a diligent effort to complete this last bid item during the few periods of dry weather at that time. The warped riser rings were an unexpected delay and the contractor would have finished three days earlier if this problem had not arisen. Therefore, I feel that the contractor should be granted another three days time extension for Item 5 above. The following is a summary of suggested time extensions to be granted:

Item	Time Extension	
1	36 days	36
2	0 days	0
3	0 days	7
4	1 days	0
5	3 days	3
Total Time Extension	40 days	46 avg

For the above reasons, I recommend a 40-day increase for Contract No. 9327.

Steven E Thomsen

Steven E. Thomsen
Resident Engineer
Arterial Engineering
Bureau of Street & Structural Engineering

Dec 2, 1981
Date

9327

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(38)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00128

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/6/81

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

Portland Arterial Street Overlay Project #2

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

NOTED
H.S. COULTER

13. REMARKS

As requested in Mr. Swan's letter of 8/21/81 this will confirm the advance approval date of 8/6/81 of program change as follows:

1) Miles: Change to read "10.292".
2) Project Data: Add the following ---

No.	FAU Rte.	Street Name	Section	Miles
8	9366	SE Hawthorne	12th-52nd	2.192
9	9764	SE Woodstock	39th-46th	0.339
10	9305	NW 14th	Lovejoy-Savier	0.345
11	9022	NW Lovejoy	19th-Cornell	0.616
			TOTAL	10.292

8/24

RECEIVED
STATE HWY ENGR
AUG 24 '81
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

No additional obligation of funds required for this change.

"Price Agreement No. 3" reflecting these changes is being forwarded under separate action.

14. DATE 8/21/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9327

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

August 21, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 00128
Project No. IX-0000(38)
Arterial St. (Portland) Overlay Project No. 2
Multnomah County

I request approval of a program change as indicated below:

1) Miles: Change to read "10.292".
2) Project Data: Add the following ---

No.	FAU Rte.	Street Name	Section	Miles
8	9366	SE Hawthorne	12th-52nd	2.192
9	9764	SE Woodstock	39th-46th	0.339
10	9305	NW 14th	Lovejoy-Savier	0.345
11	9022	NW Lovejoy	19th-Cornell	0.616
			TOTAL	10.292

No additional obligation of funds is anticipated for this change.

"Price Agreement No. 3" reflecting these changes is being forwarded under separate action.

I further request confirmation of your advanced approval to proceed with the work as of August 6, 1981.

JLG:bkc

cc: Gary Zehner
General Files

Form 734-3122

9327

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

CON 5

DATE: August 7, 1981

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Arterial Street Overlay Project #2 (Portland)
City Streets
Contract No. 9327

The City of Portland has requested to include in this project the overlay of four additional streets. These streets were originally included during the preliminary engineering phase but were dropped because of budget constraints. Because the successful contractor's bid was well below the engineer's estimate, the four additional streets can be overlaid and still remain within the amount programmed for the project.

The added work is eligible for federal participation with six and nine percent matching funds to be provided by the City of Portland and the State, respectively.

It is recommended that the authorization for this project be increased by $398,142.53, or 48 percent, to a new total of $1,231,452.72. This matter will be on the consent calendar for your August 18 meeting.

WR:mk md

bcc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3123

9327

L.

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9327

TO: H. S. Coulter
State Highway Engineer

DATE: August 6, 1981

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

NOTED
H.S.COULTER

SUBJECT: Request for Increase in Project Authorization
Arterial St. Overlay Project #2 (Portland)
City Streets
Contract No. 9327

The City of Portland has requested to include in this project the overlay of four additional streets. These streets were originally included during the preliminary engineering phase but were dropped because of budget constraints. Due to the fact that the successful contractor's bid was well below the engineer's estimate, the four additional streets can be overlaid and still remain within the amount programmed for the project.

The contractor has agreed to perform the work at unit bid prices plus a proportional increase in the lump sum "Temporary Protection and Direction of Traffic" item. PCRB approval is not required.

The added work is eligible for federal participation with six and nine percent matching funds to be provided by the City of Portland and the State respectively.

Attached is a rough draft letter to the Transportation Commission and the Expected Overrun of Project Authorization form. The request is to increase the project authorization by $398,142.53, or 48 percent to a new total of $1,231,452.72.

L. W. Rulien discussed this matter with Chairman Yturri by telephone on August 4, 1981 and received approval to proceed with the added work.

WR:fr
Att.
cc: Ed Hardt
Steve Berg
Robert Church
D. E. Swan

RECEIVED
STATE HWY ENGR
AUG 6 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9327

L.

STATE OF OREGON
HIGHWAY DIVISION

INTERO CE MEMO
CON

TO: MEMO

DATE: August 4, 1981

FROM: L. W. Rulien, Executive Assistant
to the State Highway Engineer

SUBJECT: Contract No. 9327

The Arterial Street Overlay Project #2 in Portland was originally programmed for $1,235,300, utilizing Interstate Transfer Funds. The State and the City of Portland will provide matching funds of 9 and 6 percent, respectively. Due to a favorable bid, Contract No. 9327 was awarded for $706,969 with a project authorization of $833,310. The City wishes to take advantage of the favorable prices to overlay four additional streets which would increase the project cost by 48 percent to $1,231,452.72.

On this date, I phoned Chairman Yturri and received approval to proceed with the work. The formal request for increase in project authorization will be on the consent calendar for the August 18 meeting.

cc Anthony Yturri
C. T. Keasey
E. L. Hardt
R. W. Gormsen

Form H. 5 , Rev. 12-70)

EGON STATE HIGHWAY DIVISIO

Expected Overrun of Project Authorization

roject Arterial Street Overlay Project #2 (Portland) Date July 23, 198

ighway City streets Contract No. 9327

ounty Multnomah Kind of Work Street Resurfacing Contractor Cascade Construction Co.

	Authorized	Estimated
ontract Amount	$706,969.00	$1,057,755.37
Anticipated Items	27,225.00	27,225.00
Contingency (4½%)	33,038.73	48,824.12
Engineering (9%)	66,077.46	97,648.23
Credits	None	None
ROJECT COST	$833,310.19	$1,231,452.72

NET INCREASE $ 398,142.53 OR 48 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). ist all unanticipated items)	Expected Amount	Net Change
See Price Agreement No. 3 and Exhibit 'A'		

rincipal reasons for overruns (Continue on reverse side): See attached letter to Price Agreement 3.

NSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more han five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident ngineer.

Submitted by Steven H Berg Resident Engineer

Noted by Construction or Bridge Eng

onfirmed by Regional Engineer

Noted by Deputy State Highway En

68727-734

STATE OF OREG JUL 27 1981 INTE FFICE MEMO

GCS
SCS
CEO

TO: MARION CRAFT
Region Construction Engineer

DATE: July 23, 1981

FROM: M. B. SMITH
Region Liaison Engineer

SUBJECT: ARTERIAL STREET OVERLAY PROJECT #2 (PORTLAND)
CONTRACT NO. 9327

Submitted for approval by the City of Portland are Price Agreements #1, 2, 3, and 4. The attached letter from the City explains each Price Agreement. Also attached is Expected Overrun of Project Authorization request. This request was caused by Price Agreement #3 and increases the project cost $398,142.53 for a 48 percent overrun. It should be noted that the State's participation in this project is 9 percent. The increased cost to the State for the additional work represented by Price Agreement #3 would be $35,832.83.

MBS/cp
Attachments

XC: C.T. [illegible]
APPROVAL RECO[illegible])

Marion Craft
Metro and Project Management have been consulted about this, and can see no problem.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
~~P.O. BOX 02157, PORTLAND, OREGON 97202~~ PHONE 653-3090
9002 SE McLoughlin Blvd., Milwaukie 97222

July 23, 1981

In Reply Refer to
File No.:

Mr. George Morton
Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97201

Re: Arterials Street Overlay Project #2
Contract No. 9327

Dear Sir:

Per conference call on Thursday, 23 July 1981, between George Morton, Cascade Construction; Steve Berg, City of Portland; and Mike Smith, Oregon State Highway Division; it was agreed that the fifteen-day time extension referred to in Price Agreement #3 be deleted and that Cascade Construction will submit a request for time extension for additional days required to perform additional work represented by Price Agreement #3.

Sincerely,

M. B. Smith
Region Liaison Engineer

cc Steve Berg, City of Portland
OSHD Construction Section

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
621 S.W. Alder
Portland, Oregon 97205

July 22, 1981

Oregon State Highway Division
9002 S.E. McLoughlin Blvd.
Portland, Oregon 97222

Attn: Mike Smith

Re: Arterial Street Overlay Project #2 (Portland)
Multnomah County
Contract No. 9327 Prefix 326-1039
F.A.P. No. IX-0000(38)

Dear Mike:

Transmitted herewith are Price Agreement Nos. 1, 2, 3 and 4 for your approval as follows:

Price Agreement No. 1

This agreement permits use of Cascade Construction Company's electronically printed weigh ticket as documentation for payment of asphalt concrete mixtures and asphalt cement.

Also enclosed are the ~~test results for Cascade's scales and~~ weighman bonding documentation. Asphalt and aggregates are independently weighed in separate hoppers. A sample printed ticket is enclosed.

This method will reduce construction engineering cost since a City or State weigh witness will not be required. The contractor agrees to send one truck, upon each request by the Resident Engineer or his agent, to a state scale (or other commercial scale) for a check weighing. Darrell Vessey will continue to make spot checks on the scale tickets as has been past practice.

Price Agreement No. 2

The agreement permits a revision in documentation procedures for recording weigh tickets for asphalt concrete. Instead of filling out one material receipt ticket for each weigh ticket, a material receipt is written at the end of the day which would record all weigh tickets received that day.

Price Agreement No. 3

Due to a very favorable bid received from the contractor, the City is requesting that additional work be added to the contract to utilize the full amount authorized for this project. This work would amount to four additional streets as outlined in Exhibit "A" of the Price Agreement. These four streets were originally included during the preliminary engineering phase of this project but were dropped from the project because of budget constraints. Presently, the project is authorized $833,310.19. The additional work will increase the cost of the project by $398,142.53 giving a new total authorized amount of $1,231,452.72. Federal money obligated during the preliminary phase of the project amounted to $1,235,000.00 not including State and local funds.

Price Agreement No. 4

This agreement provides on-the-job training for one trainee as outlined in the Special Provisions of the contract.

Sincerely,

Steven H Berg

Steven H. Berg
Resident Engineer
Bureau of Street & Structural Engineering

SHB:mm

Enclosures

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

OREGON STATE HIGHWAY DIVISION

Project Name Arterial Street Overlay Project #2 (Portland) **Date** July 22, 1981
Highway City Streets **Contract No.** 9327
County Multnomah **Prefix** 326-1039
Contractor Cascase Construction Company **F. A. Project No.** IX-0000(38)
Address P.O. Box 4267, Portland, Oregon 97208 **Price Agreement No.** 3

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Document extensions in bid quantities to cover increased scope of work pursuant to the attached Exhibit "A".

Locations by station numbers: See attached Exhibit "A".

Names of pay items, estimated quantities and agreed prices: Increase bid itmes 1 through 19 inclusive by the amounts shown on the attached Exhibit "A". Increase lump sum payment for "Temporary Protection & Direction of Traffic" from $14,562.00 to $21,988.62. There shall be no change in the lump sum payment for "Mobilization" and it shall remain unchanged.

Specifications, basis of measurement and other provisions: ~~A time extension of 15 days will be added to the 75 calendar day count for a total project completion time of 90 calendar days~~. The removal of the concrete island and light on S.E. Hawthorne Blvd. at S.E. 20th Avenue shall be included in bid #7 Removal of pavement and base.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant **State Highway Engineer or State Highway Engineer.**

Project authorization . . . . $ 833,310.19
Present estimate of project cost, including $398,142.53 for work under this order $1,231,452.72
Expected ~~under-run~~ over-run (amount) . . . . . . $ 398,142.53
Expected under-run over-run (per cent) 48%

Space to right of this line is for use of Salem Office

Submitted by: Steven H Berg
Steven H. Berg
Resident Engineer

Signed George R. Morton V.P.
Contractor
Cascade Construction Company

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved:
Deputy State Highway Engineer
Assistant State Highway Engineer or Office Engineer

SP*70858-734
Form 734-1169 (Rev. 3-79)

CHECK LIST OF INFORMATION
TO BE FURNISHED WITH PRICE AGREEMENTS, EXTRA WORK ORDERS, AND STATE FORCE ORDERS

RECEIVED
JUL 27 1981

Region 1

Project Name Arterial Street Overlay Project #2 (Port.) Contract No. 9327

Circle One: [✓ PA] EWO SFO No. 3

		Check Information Furnished	
		RESIDENT ENGR	REGION
Description of work to be done.		X	
Reasons why work is necessary.		X	
Has work started:	Yes		
	No	X	
	Date Started		
Cost justification for price agreements.		X	
Credit for salvaged material:	None	X	
	Material list attached		
	To be determined later		
Salem headquarters approval:	Not received	X	
	Date received		
	Who discussed		
FHWA approval:	Not received	X	
	Date received		
	Who discussed		
Required signatures on order form.		X	

Comments:

ARTERIAL STREET OVERLAY PROJECT #2 (PORTLAND)

EXHIBIT "A"

To Price Agreement No. 3

Contract No.

FAU No. IX-0000(38)

The following adjustments in bid quantities are applicable to this agreement:

ITEM NO	DESCRIPTION	BID UNIT PRICE	ORIGINAL BID QUANTITIES	NET ADDITIONAL WORK PRICE AGREEMENT NO. 3	TOTAL CONTRACT QUANTITY
1	Mobilization	$ 22,358.00	Lump Sum	- 0 -	Lump Sum
2	Temporary Protection & Direction of Traffic	14,562.00	Lump Sum	+ 51%	Lump Sum
3	Temporary Signs	5.40	810 S.F.	- 0 -	810 S.F.
4	Temporary Barricades, Type I	51.70	30 Ea.	- 0 -	30 Ea.
5	Temporary Barricades, Type II	104.50	4 Ea.	- 0 -	4 Ea.
6	Flagmen	24.00	1,020 Hrs.	520 Hrs.	1,540 Hrs.
7	Removal of Pavement & Base	4.60	10,275 S.Y.	4,324 S.Y.	14,599 S.Y.
8	Cold Plane Pavement Removal, Full Width	1.30	76,570 S.Y.	- 0 -	76,570 S.Y.
9	Cold Plane Pavement Removal, Partial Width	1.50	12,000 S.Y.	10,159 S.Y.	22,159 S.Y.
10	General Excavation	5.00	200 C.Y.	- 0 -	200 C.Y.
11	1½"-0 Aggregate Base	14.80	2,260 C.Y.	1,759 C.Y.	4,019 C.Y.
12	Class "C" Asphalt Concrete Mixture	16.50	13,160 Tons	7,706 Tons	20,866 Tons
13	Class "C" Asphalt Concrete Mixture, In Leveling	18.30	3,060 Tons	1,683 Tons	4,743 Tons
14	Asphalt Cement, In Mixture	165.00	890 Tons	563 Tons	1,453 Tons
15	Adjusting Manhole with Riser Rings	128.00	52 Ea.	54 Ea.	106 Ea.
16	Adjusting Manholes Resetting Frame	240.00	5 Ea.	9 Ea.	14 Ea.
17	Adjusting Inlets	193.00	26 Ea.	16 Ea.	42 Ea.

ARTERIAL STREET OVERLAY PROJECT #2 (PORTLAND)

EXHIBIT "A"
To Price Agreement No. 3
Contract No.
FAU No. IX-0000(38)

ts in bid quantities are applicable to this agreement:

	BID UNIT PRICE	ORIGINAL BID QUANTITIES	NET ADDITIONAL WORK PRICE AGREEMENT NO. 3	TOTAL CONTRACT QUANTITY	TOTAL CONTRACT COST
	$ 22,358.00	Lump Sum	- 0 -	Lump Sum	$ 22,358.00
& Direction of Traffic	14,562.00	Lump Sum	+ 51%	Lump Sum	21,988.62
	5.40	810 S.F.	- 0 -	810 S.F.	4,374.00
, Type I	51.70	30 Ea.	- 0 -	30 Ea.	1,551.00
s, Type II	104.50	4 Ea.	- 0 -	4 Ea.	418.00
	24.00	1,020 Hrs.	520 Hrs.	1,540 Hrs.	36,960.00
& Base	4.60	10,275 S.Y.	4,324 S.Y.	14,599 S.Y.	67,155.40
Removal, Full Width	1.30	76,570 S.Y.	- 0 -	76,570 S.Y.	99,541.00
Removal, Partial Width	1.50	12,000 S.Y.	10,159 S.Y.	22,159 S.Y.	33,238.50
	5.00	200 C.Y.	- 0 -	200 C.Y.	1,000.00
e	14.80	2,260 C.Y.	1,759 C.Y.	4,019 C.Y.	59,481.20
oncrete Mixture	16.50	13,160 Tons	7,706 Tons	20,866 Tons	344,289.00
oncrete Mixture, In Leveling	18.30	3,060 Tons	1,683 Tons	4,743 Tons	86,796.90
Mixture	165.00	890 Tons	563 Tons	1,453 Tons	239,745.00
ith Riser Rings	128.00	52 Ea.	54 Ea.	106 Ea.	13,568.00
Resetting Frame	240.00	5 Ea.	9 Ea.	14 Ea.	3,360.00
	193.00	26 Ea.	16 Ea.	42 Ea.	8,106.00

ARTERIAL STREET OVERLAY PROJECT #2 (PORTLAND)
EXHIBIT "A"
To Price Agreement No. 3
Contract No.
FAU No. IX-0000(38)

The following adjustments in bid quantities are applicable to this agreement:

TEM NO	DESCRIPTION	BID UNIT PRICE	ORIGINAL BID QUANTITIES	NET ADDITIONAL WORK PRICE AGREEMENT NO. 3	TOTAL CONTRACT QUANTITY
18	Adjusting Boxes	$ 106.00	5 Ea.	- 0 -	5 Ea.
19	Sealing Pavement Cracks	1.75	3,760 L.F.	3,837 L.F.	7,597 L.F.
					TOTAL =

Bid Contract Value	=	$ 706,969.00
Work Under Price Agreement No. 3	=	350,786.37
TOTAL CONTRACT	=	$1,057,755.37

The following streets are to be added under this Price Agreement:

S.E. HAWTHORNE BLVD., from S.E. 12th Avenue to S.E. 52nd Avenue
S.E. WOODSTOCK BLVD., from S.E. 39th Avenue to S.E. 46th Avenue
N.W. 14TH AVENUE, from N.W. Lovejoy Street to N.W. Savier Street
N.W. LOVEJOY STREET, from N.W. 19th Avenue to N.W. Cornell Street

ARTERIAL STREET OVERLAY PROJECT #2 (PORTLAND)
EXHIBIT "A"
To Price Agreement No. 3
Contract No.
FAU No. IX-0000(38)

n bid quantities are applicable to this agreement:

BID UNIT PRICE	ORIGINAL BID QUANTITIES	NET ADDITIONAL WORK PRICE AGREEMENT NO. 3	TOTAL CONTRACT QUANTITY	TOTAL CONTRACT COST
$ 106.00	5 Ea.	- 0 -	5 Ea.	$ 530.00
1.75	3,760 L.F.	3,837 L.F.	7,597 L.F.	13,294.75
			TOTAL =	$1,057,755.37

Bid Contract Value = $ 706,969.00
Work Under Price Agreement No. 3 = 350,786.37
TOTAL CONTRACT = $1,057,755.37

following streets are to be added under this Price Agreement:

S.E. HAWTHORNE BLVD., from S.E. 12th Avenue to S.E. 52nd Avenue
S.E. WOODSTOCK BLVD., from S.E. 39th Avenue to S.E. 46th Avenue
N.W. 14TH AVENUE, from N.W. Lovejoy Street to N.W. Savier Street
N.W. LOVEJOY STREET, from N.W. 19th Avenue to N.W. Cornell Street

9327

July 13, 1981

ACC

Mr. Dick Schmidt
State Highway Coordinator
City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder Street, Room 725
Portland, Oregon 97205

Dear Mr. Schmidt:

On July 9, 1981 we received a satisfactory bid from Cascade Construction Co., Inc., P.O. Box 4267, Portland, Oregon 97208, for the Arterial Street Overlay Project No. 2 in Portland. We anticipate the financial sharing of construction costs to be:

Contractor's Bid	$706,969.00
Anticipated Additional Items	27,225.00
Subtotal	$734,194.00
Plus 4 1/2% Contingencies	33,038.73
TOTAL	$767,232.73

City Share: 6% of $767,232.73	= $46,033.96
City Advance Deposit: (Rec'd 7-2-81)	= 60,360.00
OVERPAYMENT	$14,326.04

As requested by Dave Hill of your office, we will retain the overpayment to cover costs of additional work that is being negotiated with the contractor.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf

cc: Jon Rose, Metro

bcc: Vern Skoog, REF: AD 913

Awarded
7-14-81

9327

June 18, 1981

ACC

Mr. Dick Schmidt
State Highway Coordinator
City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder Street, Room 725
Portland, Oregon 97205

Dear Mr. Schmidt:

We have advertised the Arterial Street Overlay Project No. 2 for bid opening on July 9, 1981.

Financial sharing of the construction is:

Estimated Contract Amount	$934,958
Anticipated Additional Items	27,725
SUBTOTAL	$962,683
Plus 4 1/2% Contingencies	43,320
TOTAL	$1,006,003

City Share: 6% of $1,006,003 = $60,360

The attached sheet defines the three options for making your advance deposit. Please select an option and submit your deposit as described in the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment

bcc w/AD # 913: Jon Rose, Metro
Vern Skoog - Please return completed AD # 913 when advance deposit is received.

Rec'd 7-2-81 Says
Jim Peterson
EZ

KEH
I-505
Phd

9327

6-17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(38)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00128

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/17/81

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

Portland Arterial Street Overlay Project #2

11. GENERAL DESCRIPTION OF WORK

Paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping $3,425
Asphalt Cement Adjustment $23,000
on the job Training $800

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's June 15, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,235,300 Federal Funds $1,050,000.

A signed copy of the Title Sheet is returned herewith.

(The above authorization does not require additional obligation of funds)

RECEIVED
STATE HWY ENGR
JUN 23 '81
REFER TO
Moehring
FOR

Info	Invest	R/D	D/R	Supt	Act	File

14. DATE 6/17/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9327

6-16-81

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-0000(38)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00128

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/10/81	Various FAU	City Streets

10. GENERAL LOCATION:
Arterial Street (Portland) Overlay Project #2

11. GENERAL DESCRIPTION OF WORK
High type Pavement Overlay (3R)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER (*Specify*) See below

13. REMARKS

As requested in Mr. Swan's letter of 6/10/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $1,235,300 Federal Funds $1,050,000.

RECEIVED
STATE HWY ENGR
JUN 18'81
REFER TO
Moehring
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/10/81	G. K.	for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9327

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 10, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change

I request approval of a program change releasing funds from the projects tabulated below in order to fund projects: 1) IX-0000(38), Arterial Street (Portland) Overlay Project No. 2, and 2), IX-0000(39), Westside Corridor Arterials Section.

PROJECT NO.	SECTION	WORK	FEDERAL FUNDS	APPN CODE
IX-9300(4)	N.W. 26th - N.W. Glisan	PE	$ 73,500	772
IX-0000(8)	N.W. Thurman-S.W. Columbia	PE	10,725	772
IX-9926(6)	Basin-Going Interchange	R/W	33,890	823
IX-0000(27)	Arterial St. Light Conversion Prog.	CO	298,854	772
IX-9326(6)	Hollywood Dist. Trans. Proj.	PE	28,550	772
IX-9809(5)	N.E. Col. Blvd.-N.E. Weidler, Unit 1	CO	382,000	823
IX-9891(3)	S.E. Division - S.E. Powell	R/W	281,981	772
	TOTAL		$1,109,500	

Enclosed are "Revised Project Agreement Estimates" and "Modified Federal-Aid Project Agreements" for each of the tabulated projects as applicable.

JLG:pf
Enclosures

cc: R. N. Bothman, Metro
Judy Smith, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner
General Files

Form 734-3122

9327

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 10, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00128
Project No. IX-0000(38)
Arterial St. (Portland) Overlay Project No. 2
Multnomah County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 9, 1981.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $1,235,300 with an obligation of $1,050,000 in Federal funds.

This request is based on the March 27, 1980 letter to you from Mr. F. B. Klaboe, Director of Oregon Department of Transportation.

Funds for this project are available from obligations released from other projects.

JLG:pf
Attachments

cc: R. N. Bothman, Metro
Judy Smith, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/attachment
General Files

Form 734-3122

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)		
DATE SUBMITTED TO W.O.	6-10-81		

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT (66)	FUTURE (70)	YEAR (71) (72)	REGION	STATE NAME
2		Citywide (Portland)		N/A	-----	---	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
3	H. T. Pavement Overlay (3R)								IX-	0000

CARD						
1	CLASS OF FEDERAL FUNDS	Interstate Substitutions General Funded	COUNTY NAME	Multnomah		
	NAME OF URBAN AREA 17-31	Portland	ROUTE NO. U	FEDERAL-AID Various * (32)	STATE Streets* (36)	U.S. (37) ----

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) 6201		"Arterial St. (Portland) Overlay Project No. 2"	6.800	$1,235,300	(I-505) $1,050.000	$111,180	$74,120

CARD	CODE	PREPARED BY		PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1		JLG		6.800	$1,235,300	$1,050,000	$111,180	$74,120
1	14	PROGRAM APPROVAL DATES	10-4-79 10-1-80		(16)	(23)	(24) (33)		

* See Project Data on back.

REMARKS
Additional Data: Item No. 00
IX-0000(26)

7261920

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

6-10-81

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Citywide (Portland)		N/A	-----	---	10	Oregon	41	823 772	00128

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
Overlay (3R)								IX-	0000	(38)		

Interstate Substitutions General Funded

Portland

COUNTY NAME: Multnomah
CODE: 051

ROUTE NO. U
FEDERAL-AID: Various *
STATE: Streets*
U.S.: ----

PROGRAM STAGE
☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
OW								
ONST CODE) 201		"Arterial St. (Portland) Overlay Project No. 2"	6.800	$1,235,300	(I-505) $1,050.000	$111,180	$74,120	
JLG		PROJECT TOTALS	6.800	$1,235,300	$1,050,000	$111,180	$74,120	

ROVAL DATES
10-4-79
10-1-80

* See Project Data on back.

REMARKS
Additional Data: Item No. 00128; Project No. IX-0000(26).

-OVER-

USCOMM DUSCOMM-DC 48905-P61

ARTERIAL ST. (PORTLAND) OVERLAY PROJECT
PROJECT NO. IX-0000(38)

Remarks - CONTINUED

Project Data: Work consists of high-type pavement overlay with selective base and surface repair prior to overlayment and incidental work common to this type of project on the following existing city arterial streets listed below:

NO.	FAU ROUTE	STREET NAME	SECTION	MILES
1	9950	N. Willamette Blvd.	Portsmouth-Greeley	2.511
2	9950	N.E. Ainsworth Street	15-33rd	0.965
3	9858	N.E. Halsey Street	42nd-67th	1.364
4	9318	S.W. 6th Avenue	Madison-I-405	0.543
5	9761	S.E. 17th Avenue	Tacoma-Ochoco	0.384
6	9773	S.E. 28th Avenue	Holgate-Steele	0.393
7	9757	S.E. 52nd Avenue	Division-Foster	0.640
			TOTAL	6.800

Accommodation of Utilities: A State-City Agreement No. 7372 was executed 11-10-80 in compliance with paragraph 6d(1), PPM 30-4.1 (FHPM 6-6-3-2).

Maintenance: A State-City Agreement No. 7372 was executed 11-10-80 in compliance with Section 116, Title 23, U.S.C.

NOTE:
1) This project is in Congressional District No. 1 and 3.
2) Included in MSD FY '81 AE/TIP on page 53, No. 53.
3) On-the-Job trainees, as set forth in FHPM 6-4-1-2, on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

Data for PR-37:

APPN CODE	TEC	FF
823	$ 489,285	$ 415,890
772	746,015	634,110
TOTAL	$1,235,300	$1,050,000

6-3-81

Dave Hill says letter being typed today identifying $1,123,000 + 10% for Arterial Overlay #2 & deobligations to be made. proceed w/ Barbur Blvd. - Taylors Ferry Rd @ $55,000. Ample funding for all 5 Overlay alternates.

Told Joe Gaither.

[illegible]

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

6-2-81

Highway # 726

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-000(26) Prefix 726-1920

Project Name Arterial St. Overlay Project No. 2 (Portland)
Various City Streets

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

RECEIVED
MAY 1981
W Dept.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 2nd day of June, 1981

City of Portland

Richard O. Schmidt
State Highway Coordinator

Certified By: Douglas J. Smith
Regional Right-of-Way Supervisor
Date 6-5-80

Instructions: Complete A or B and C.
R/W File No.

G KEH
lp

Section ARTERIAL ST OLAY PROJ #2 (PORT) Programming Estimate $

Highway City St

Projec ength

County Multnomah

Completion Time

Kind of Work Paving

Est. Comp. Date 75 Cal. Days

Prefix 726-1920

Letting Date

Project No. IX-0000(38)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 721,780 - A 825,577^{50} B 866,927^{50} C 890,955 - D 925,157^{50} E
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs	1650 A	
Permanent Signing	1900 B	
Permanent Pavement Striping.	2250 C	
Temporary Pavement Striping.	2600 D	
Remove Pavement Striping (Exist. & Temp.) . .	3425 E	
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 25,450 A 25,700 B 26,050 C 26,400 D 27,225 E
Asphalt Cement Adjustment.	23,000	
On the Job Trainees	800	
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering) .		
Bikeway Signs		
Adjust Utilities:		
. . . .		
. . . .		
. . . .		
. . . .		$ 747,230 - A 851,277^{50} B 882,977^{50} C 917,385 - D 952,382^{50} E

	A	B	C	D	E
Contingencies (4-1/2%) .	33,625^{35}	38,307^{49}	39,733^{99}	41,282^{33}	42,857^{21}
Engineering (~~8~~, 9, ~~10~~%) .	67,250^{70}	76,614^{98}	79,467^{98}	82,564^{65}	85,714^{43}

Subtotal $

Subtotal

~~Credit for~~ . . . .

Estimated Net Authorization, Construction . . . . $ 848,106^{05} A
966,199^{96} B
1,002,179^{46} C
1,041,231^{98} D
1,080,954^{14} E

APPROVED

CC: EARL MERSHON

Road Design Engineer

REC'D
5-26-81
G

Rev. 3/81

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 5
Date

Section Arterial Streets Overlay Project #2 (Portland)
County
Kind Of Work
Length
Name Day

5-22-81

Item	Code	Unit	Quant.	Unit Cost	Total
Alternate "A"					
Mobilization		All	All	(4%)	28,000
Temporary Protection and Direction of Traffic		All	All	—	18,000 -
Temporary Signs		Sq Ft	620	6 -	3720
Temporary Barricades, Type I		Each	25	60 -	1500
Temporary Barricades, Type III		Each	3	110 -	330
Flagmen		Hr	775	23^{50}	18,212 5
Removal of Pavement and Base		Sq Yd	8,300	6 -	49,80
Cold Plane Pavement Removal, Full width		Sq Yd	72,890	2^{75}	200,447
Cold Plane Pavement Removal, Partial width		Sq Yd	7,525	4^{00}	30,100
General Excavation		Cu. Yd.	200	10 -	2000
1½"-0 Aggregate Base		Cu Yd.	1,830	16 -	29,280
Class "C" Asphalt Concrete Mixture		Ton	9,035	19 -	171,665
Class "C" Asphalt Concrete Mixture in Leveling		Ton	2,190	19 -	41,610
Asphalt in Mixture		Ton	615	175 -	107,625
Asphalt in Tack Coat		Ton	29	185 -	5,365
Adjusting Manholes with Riser Ring		Each	25	150 -	3,750
Adjusting Manholes Resetting Frame		Each	5	200 -	1,000
Adjusting Inlets		Each	21	175 -	3675
Adjusting Boxes		Each	5	80 -	400
Sealing Pavement Cracks		Lin Ft	2,650	2 -	5300

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 5
Date
ection Arterial Streets Overlay Project #2 (Portland)
County
ind Of Work
Length
Name Day

5-22-87 8

Item	Code	Unit	Quant.	Unit Cost	Total
Alternate "B"					
Mobilization		All	All	(4%)	32,000
Temporary Protection and Direction of Traffic		All	All	—	21,000 -
Temporary Signs		Sq Ft	720	6 -	4320
Temporary Barricades, Type I		Each	30	60 -	1800
Temporary Barricades, Type III		Each	4	110 -	440
Flagmen		Hr	900	23^{50}	21,150
Removal of Pavement and Base		Sq Yd	10,100	5 -	50,500
Cold Plane Pavement Removal, Full width		Sq Yd	75,570	2^{75}	207,817^{50}
Cold Plane Pavement Removal, Partial width		Sq Yd	10,070	4^{00}	40,280
General Excavation		Cu. Yd.	200	10 -	2,000
1½"-0 Aggregate Base		Cu Yd	2,220	16 -	35,520
Class "C" Asphalt Concrete Mixture		Ton	10,700	19 -	203,300
Class "C" Asphalt Concrete Mixture in Leveling		Ton	2855	19 -	54245
Asphalt in Mixture		Ton	745	175 -	130,375
Asphalt in Tack Coat		Ton	33	185 -	6105
Adjusting Manholes with Riser Ring		Each	29	150 -	4350
Adjusting Manholes Resetting Frame		Each	5	200 -	1000
Adjusting Inlets		Each	21	175 -	3675
Adjusting Boxes		Each	5	80 -	400
Sealing Pavement Cracks		Lin Ft	2,650	2 -	5300

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 5
Date

ection Arterial Streets Overlay Project #2 (Portland) County
ind Of Work Length Name Day

5-22-81 8

Item	Code	Unit	Quant.	Unit Cost	Total
Alternate "C"					
Mobilization		All	All	(4%)	37,000
Temporary Protection and Direction of Traffic		All	All	—	22,000
Temporary Signs		Sq Ft	750	6 -	4500
Temporary Barricades, Type I		Each	30	60 -	1,800
Temporary Barricades, Type III		Each	4	110 -	440
Flagmen		Hr	930	23^{50}	21,855
Removal of Pavement and Base		Sq Yd	10,100	5 -	50,500
Cold Plane Pavement Removal, Full Width		Sq Yd	75,570	2^{75}	$207,817^{50}$
Cold Plane Pavement Removal, Partial Width		Sq Yd	10,790	4 -	43,160
General Excavation		Cu. Yd.	200	10 -	2,000
1½"-0 Aggregate Base		Cu. Yd.	2,220	16 -	35,520
Class "C" Asphalt Concrete Mixture		Ton	11,340	19 -	215,460
Class "C" Asphalt Concrete Mixture in Leveling		Ton	2,900	19 -	55,100
Asphalt in Mixture		Ton	785	175 -	137,375
Asphalt in Tack Coat		Ton	35	185 -	6475
Adjusting Manholes with Riser Ring		Each	37	150 -	5550
Adjusting Manholes Resetting Frame		Each	5	200 -	1000
Adjusting Inlets		Each	21	175 -	3675
Adjusting Boxes		Each	5	80 -	400
Sealing Pavement Cracks.		Lin Ft	2,650	2 -	5,300

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 4 of 5
Date

ection Arterial Streets Overlay Project #2 (Portland) County
ind Of Work Length Name Day

5-22-81

Item	Code	Unit	Quant.	Unit Cost	Total
Alternate "D"					
Mobilization		All	All	4%	34,000
Temporary Protection and Direction of Traffic		All	All	—	23000 -
Temporary Signs		Sq Ft	780	6 -	4,680
Temporary Barricades, Type I		Each	30	60 -	1,800
Temporary Barricades, Type III		Each	4	110 -	440
Flagmen		Hr	1,000	23 50	23,500
Removal of Pavement and Base		Sq Yd	10,275	5 -	51,375
Cold Plane Pavement Removal, Full width		Sq Yd	76,570	2 75	210,567 50
Cold Plane Pavement Removal, Partial Width		Sq Yd	11,950	4 25	50,787 50
General Exavation		Cu. Yd.	200	10 -	2,000
1½"-0 Aggregate Base		Cu Yd.	2,260	16 -	36,160
Class "C" Asphalt Concrete Mixture		Ton	11,935	19 -	226,765
Class "C" Asphalt Concrete Mixture in Leveling		Ton	3,060	19 -	58,140
Asphalt in Mixture		Ton	825	175 -	144,375
Asphalt in Tack Coat		Ton	37	185 -	6845
Adjusting Manholes with Riser Ring		Each	40	150 -	6000
Adjusting Manholes Resetting Frame		Each	5	200 -	1000
Adjusting Inlets		Each	22	175 -	3850
Adjusting Boxes		Each	5	80 -	400
Sealing Pavement Cracks		Lin Ft	2,650	2 -	5300

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 5 of 5

Date

ction Arterial Streets Overlay Project #2 (Portland)

County

ind Of Work

Length

Name Day

5-22-81

8

Item	Code	Unit	Quant.	Unit Cost	Total
Alternate "E"					
Mobilization		All	All	4%	36,000
Temporary Protection and Direction of Traffic		All	All	—	24,000 —
Temporary Signs		Sq Ft	810	6 —	4860
Temporary Barricades, Type I		Each	30	60 —	1800
Temporary Barricades, Type III		Each	4	110 —	440
Flagmen		Hr	1,020	23 50	23,970
Removal of Pavement and Base		Sq Yd	10,275	5 —	51,375
Cold Plane Pavement Removal, Full Width		Sq Yd	76,570	2 75	210,567 50
Cold Plane Pavement Removal, Partial Width		Sq Yd	12,000	4 25	51,000 —
General Excavation		Cu Yd	200	10 —	2,000 —
1½"-0 Aggregate Base		Cu Yd	2,260	16 —	36,160 —
Class "C" Asphalt Concrete Mixture		Ton	13,160	19 —	250,040 —
Class "C" Asphalt Concrete Mixture in Leveling		Ton	3060	19 —	58,140
Asphalt in Mixture		Ton	890	175 —	155,750
Asphalt in Tack Coat		Ton	41	185 —	7,585
Adjusting Manholes with Riser Ring		Each	52	150 —	7,800
Adjusting Manholes Resetting Frame		Each	5	200 —	1000
Adjusting Inlets		Each	26	175 —	4550
Adjusting Boxes		Each	5	80 —	400
Sealing Pavement Cracks		Lin Ft	3,760	2 00	7520
		Total	Amount of Bid		
			Alt. A		721,780
			Alt. B		825,571
			Alt. C		856,927
			Alt. D		840,985
			Alt. E		935,157

9327

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: May 4, 1981

File No: 326-1966
726-1920

TO: D.H. MOEHRING ATTN: D.E. SWAN
Assistant State Highway Engineer

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: Transfer of IX Obligation for
Going St. Noise Mitigation Project

I am requesting a partial de-obligation of the 1980 R/W obligation for the N. Basin Ave.-Pacific Hwy. (Going St. Noise Mitigation) project, IX-9926(2). We need to de-obligate and transfer $33,890 (federal) to help fund construction of the Arterial Streets Overlay Project No. 2 IX-0000(26). Attached is a modified copy of my April 30 memo showing the change.

TAS:ECM:JS

Attachment

cc: D.R. Adams
G. Zehner
J.R. Rose
D.E. Fantz
R.C. Brooks

G

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8386
Date: April 30, 1981

File No: PRO

TO: D. H. Moehring
Assistant State Highway Engineer
Attention: D. E. Swan

FROM: T. A. Spence
Planning and Program Manager

SUBJECT: Revisions to Obligations on Interstate Transfer Projects During FY 1981

We recently submitted two projects that require revisions to the obligations for interstate transfer funds that have been made during fiscal year 1981. The projects that need new obligations are:

Arterial Street Overlays (Construction)	$723,000	(federal)
Westside Corridor Project (PE)	59,500	(federal)
TOTAL	$782,500	

Because of the $21 million limitation on new obligations during FY 1981, it is necessary to de-obligate some of the earlier obligations we have made during this fiscal year. The City of Portland recently submitted a revised priority list identifying six projects for which we can make de-obligations. In addition, we have identified a Multnomah County project (Division-Powell, 182nd) on which we can make a de-obligation. It is unlikely that the 182nd project will be advanced to the stage where we will need right-of-way money during FY 1981. The projects on which we can make de-obligations are:

Portland Projects	Phase	Current FY 81 Obligation (federal $)	De-obligation Needed (federal $)
Front Avenue	P.E.	$ 95,500	$ 73,500
N.W. 14th-16th Couplet	P.E.	16,725	10,725
Going Street Noise Mitigation	~~P.E.~~ R/W	~~33,890~~ 0	33,890
Arterial Street Light Conv.	Const.	1,386,854	298,854
Hollywood Transportation Impr.	P.E.	189,550	28,550
Barbur-Taylors Ferry Road	P.E.	55,000	55,000
		Subtotal	$500,519
Multnomah County Project			
Division-Powell, 182nd	R/W	$300,000	$281,981
		TOTAL	$782,500

FY '80 Obligation
EDM
5-1-81

Please make these adjustments to our FY 1981 obligations of interstate transfer funds.

xc: R. Bothman, D. Adams, J. Rose, R. Brooks, G. Zehner TAS:ECM:PE

9327 5-3-81

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
3	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC
4, 4A-10	STREET PLANS
11	DETAILS
12	SUMMARY SHEET

STATE OF C

DEPARTMENT OF TR

STATE HIGHWA

PLANS FOR PROPOS

PAVING

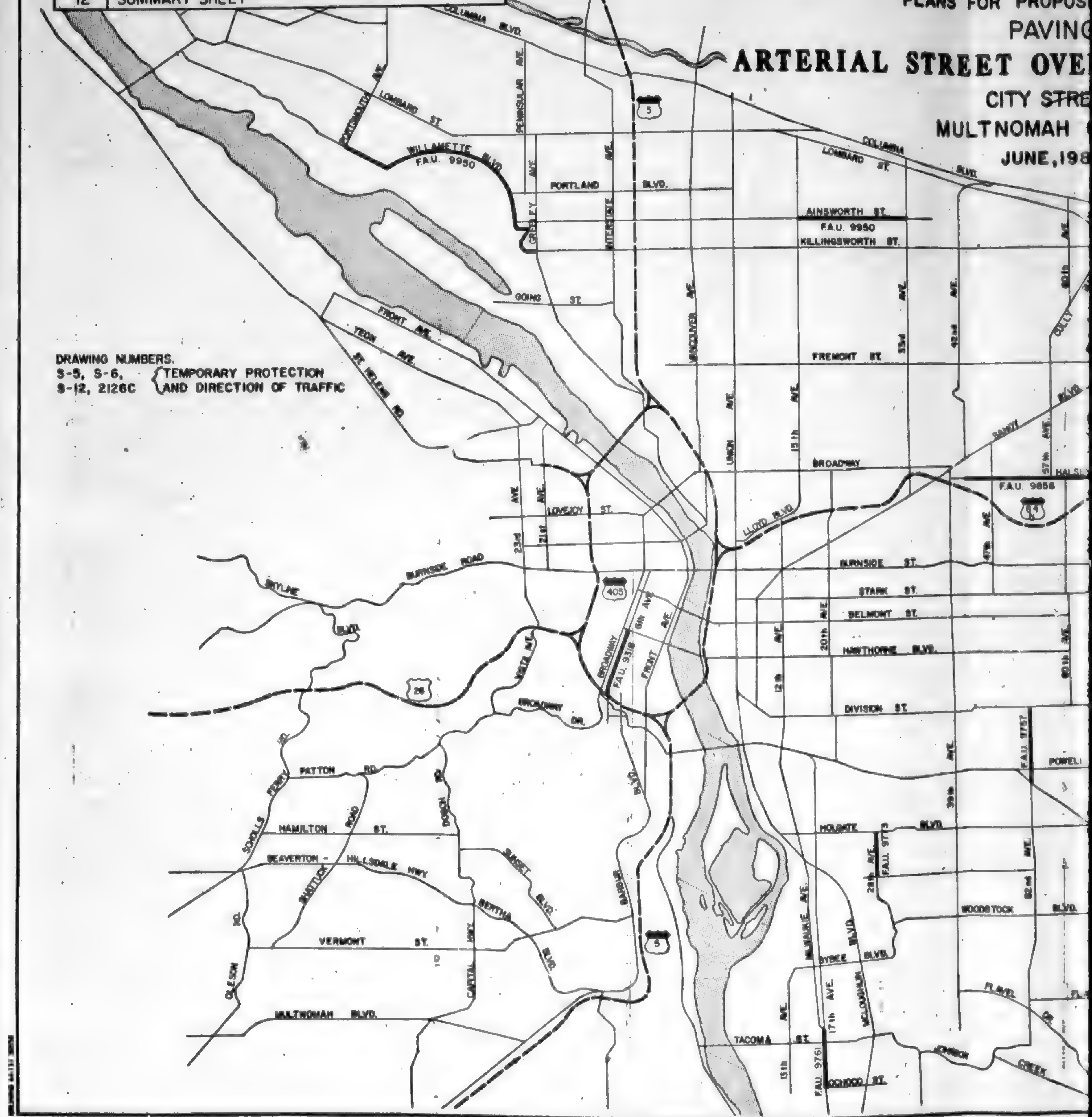
ARTERIAL STREET OVE

CITY STRE

MULTNOMAH

JUNE,198

DRAWING NUMBERS.
S-5, S-6, S-12, 2126C { TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC


COLUMBIA BLVD.
PORTSMOUTH AVE.
LOMBARD ST.
WILLAMETTE BLVD.
F.A.U. 9950
PENINSULAR AVE.
GREELEY AVE.
PORTLAND BLVD.
INTERSTATE AVE.
5
COLUMBIA BLVD.
LOMBARD ST.
AINSWORTH ST.
F.A.U. 9950
KILLINGSWORTH ST.
GOING ST.
FRONT AVE.
YEON AVE.
ST. HELENS RD.
VANCOUVER AVE.
FREMONT ST.
33rd AVE.
42nd AVE.
60th AVE.
CULLY BLVD.
SANDY BLVD.
UNION AVE.
15th AVE.
BROADWAY
57th AVE.
HALSEY
F.A.U. 9858
84
LLOYD BLVD.
47th AVE.
23rd AVE.
21st AVE.
LOVEJOY ST.
BURNSIDE ROAD
SKYLINE BLVD.
405
BURNSIDE ST.
STARK ST.
BELMONT ST.
6th AVE.
FRONT AVE.
BROADWAY
F.A.U. 9318
VISTA AVE.
20th AVE.
12th AVE.
HAWTHORNE BLVD.
60th AVE.
26
BROADWAY DR.
DIVISION ST.
F.A.U. 9757
POWELL
RD.
PATTON RD.
FERRY
DOSCH RD.
BLVD.
SCHOLLS
HAMILTON ST.
39th AVE.
HOLGATE BLVD.
F.A.U. 9773
28th AVE.
BEAVERTON - HILLSDALE HWY.
SHATTUCK ROAD
SUNSET BLVD.
BARBUR
BERTHA BLVD.
82nd AVE.
WOODSTOCK BLVD.
RD.
VERMONT ST.
CAPITAL HWY.
5
MILWAUKIE AVE.
BLVD.
BYBEE BLVD.
OLESON
MCLOUGHLIN
FLAVEL
MULTNOMAH BLVD.
AVE.
17th AVE.
TACOMA ST.
JOHNSON CREEK
13th
F.A.U. 9761
OCHOCO ST.

FORM NO. 734-1750

OF OREGON

F TRANSPORTATION

GHWAY DIVISION

R PROPOSED PROJECT

PAVING

T OVERLAY PROJECT (PORTLAND)

CITY STREETS

NOMAH COUNTY

JUNE,1981

Overall Project length
Alt. A – 25,553'
B – 28,419'
C – 30,967
D – 33,041
E – 36,421

Arterial Street Overlay Project (Portland) CITY STREETS MULTNOMAH COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

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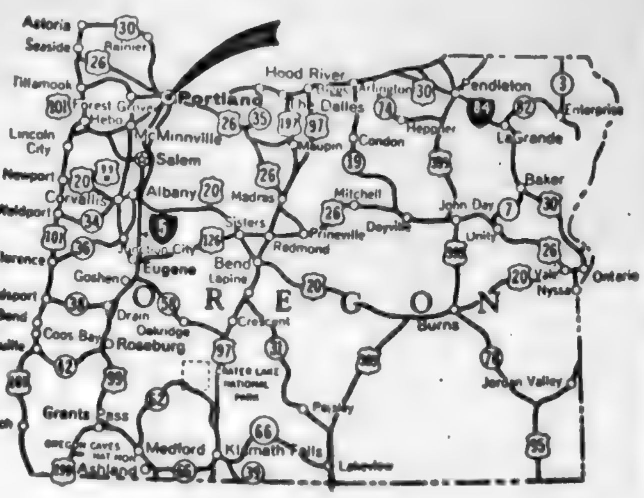
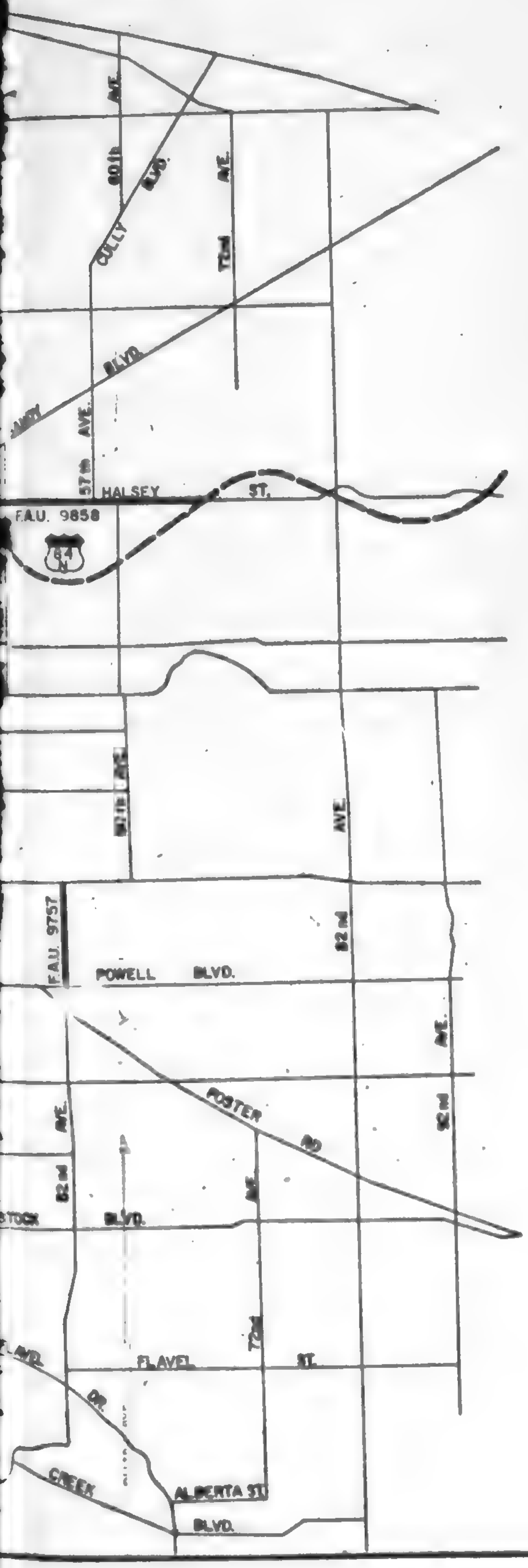


Astoria
Seaside
Rainier
Tillamook
Forest Grove
Hebo
Portland
Hood River
The Dalles
Arlington
Pendleton
Enterprise
La Grande
McMinnville
Lincoln City
Salem
Maupin
Condon
Heppner
Newport
Corvallis
Albany
Madras
Mitchell
Baker
Waldport
Sisters
Prineville
Dayville
John Day
Unity
Florence
Junction City
Eugene
Redmond
Bend
Lapine
Goshen
Vale
Nyssa
Ontario
Reedsport
North Bend
Coos Bay
Drain
Oakridge
Crescent
Burns
Coquille
Roseburg
Crater Lake National Park
Jordan Valley
Gold Beach
Grants Pass
Paisley
Oregon Caves
Medford
Ashland
Klamath Falls
Lakeview
OREGON

PRELIMINARY COPY
MAY 7 1981
SUBJECT TO CHANGE
FINAL DESIGN UNIT



60th AVE.
CULLY BLVD.
72nd AVE.
SANDY BLVD.
57th AVE.
HALSEY ST.
F.A.U. 9858
84
N
82nd AVE.
AVE.
F.A.U. 9757
POWELL BLVD.
82nd
AVE.
FOSTER RD.
AVE.
82nd
AVE.
STOCK BLVD.
72nd
FLAVEL ST.
OR.
CREEK
ALBERTA ST.
BLVD.

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED AS NOTED

John M. Lang
For CITY OF PORTLAND
Date 5-13-81

PLANS PREPARED BY CITY OF PORTLAND

APPROVED: John Lang 7-18-81
John Lang, City Engineer . DATE

8045
Victor F. Rhodes
7-7-81

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

Technical Services Engineer DATE

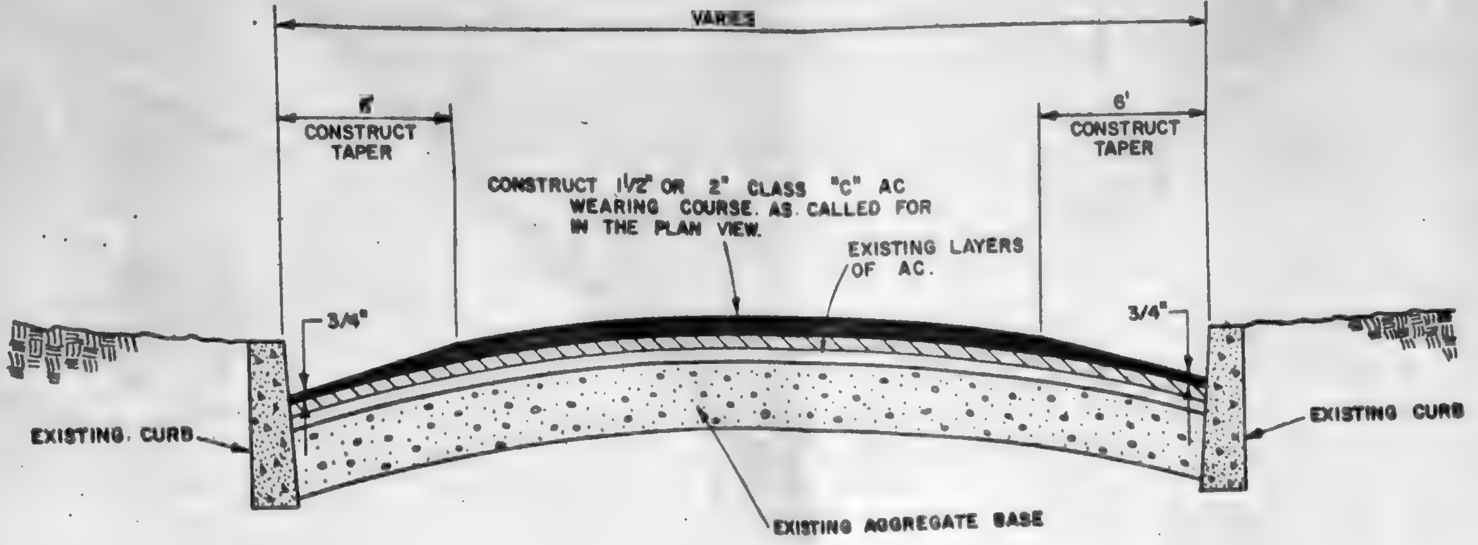
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER DATE

OREGON TRANSPORTATION COMMISSION

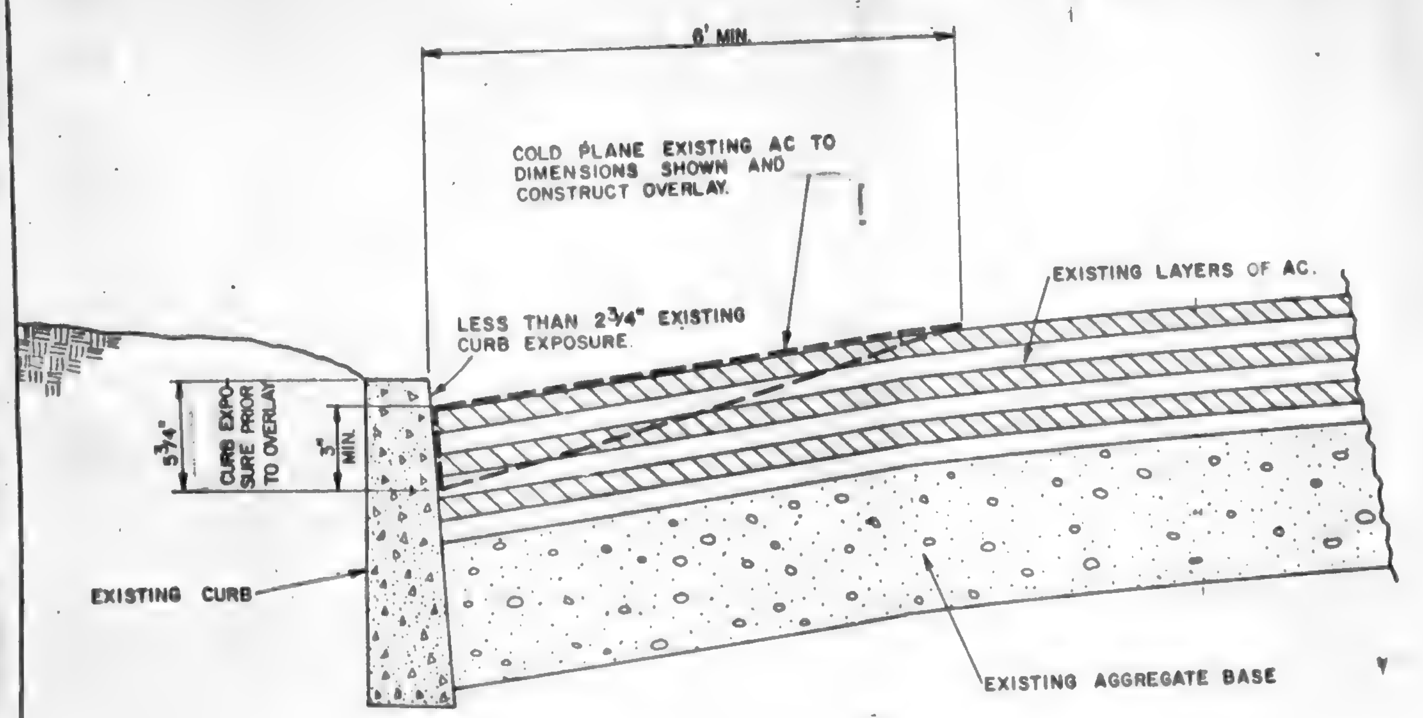
Anthony Yturri	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION


VARIES
6'
CONSTRUCT TAPER
6'
CONSTRUCT TAPER
CONSTRUCT 1 1/2" OR 2" CLASS "C" AC WEARING COURSE, AS CALLED FOR IN THE PLAN VIEW.
EXISTING LAYERS OF AC.
3/4"
3/4"
EXISTING CURB
EXISTING CURB
EXISTING AGGREGATE BASE

TYPICAL X-SECTION "A"

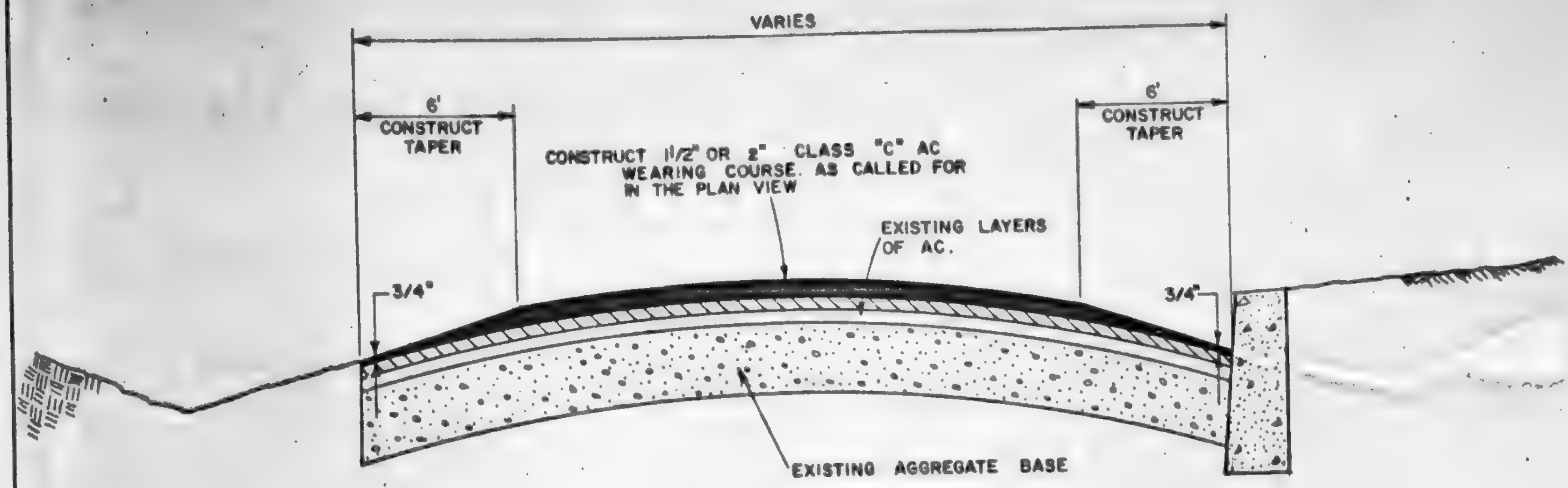
NOTE

COLD PLANING THE GUTTER IS REQUIRED WHERE CURB EXPOSURE, BEFORE PAVEMENT OVERLAY, IS LESS THAN 2 3/4".


6' MIN.
COLD PLANE EXISTING AC TO DIMENSIONS SHOWN AND CONSTRUCT OVERLAY.
EXISTING LAYERS OF AC.
LESS THAN 2 3/4" EXISTING CURB EXPOSURE.
3 3/4"
CURB EXPOSURE PRIOR TO OVERLAY
3" MIN.
EXISTING CURB
EXISTING AGGREGATE BASE

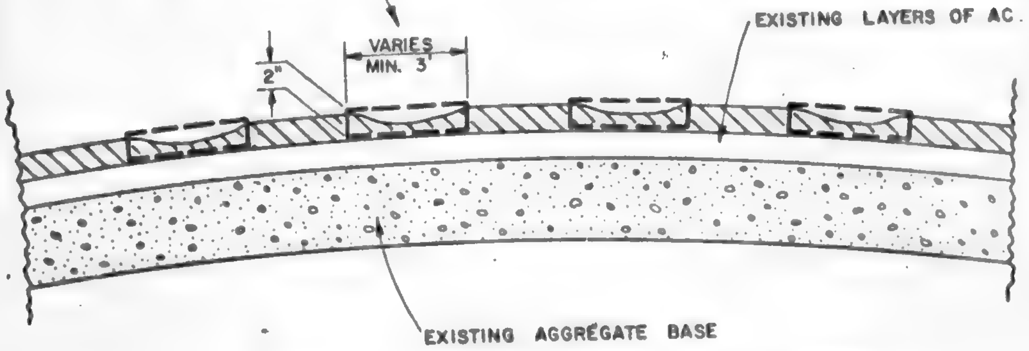
TYPICAL X-SECTION "C"

Arterial Street Overlay Project (Portland) CITY STREETS MULTNOMAH COUNTY				SHEET No. 2
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


VARIES
6'
CONSTRUCT TAPER
6'
CONSTRUCT TAPER
CONSTRUCT 1 1/2" OR 2" CLASS "C" AC WEARING COURSE, AS CALLED FOR IN THE PLAN VIEW
EXISTING LAYERS OF AC.
3/4"
3/4"
EXISTING AGGREGATE BASE

TYPICAL X-SECTION "B"

COLD PLANE EXISTING RUTS AND OTHER DEFICIENT AREAS IN PAVEMENT AS SHOWN IN THE PLAN VIEW. PATCH WITH 2" LIFT OF CLASS "C" AC PRIOR TO PLACING CLASS "C" AC WEARING COURSE. IF THE ENTIRE WIDTH OF THE STREET IS COLD PLANED, THE 2" PATCH IS NOT REQUIRED.


2"
VARIES
MIN. 3'
EXISTING LAYERS OF AC.
EXISTING AGGREGATE BASE

SHOWN ABOVE IS A TYPICAL EXAMPLE OF COLD PLANING WHEEL RUTS ONLY. WHEN OTHER AREAS ARE COLD PLANED, THE DEPTH SHALL BE 2" UNLESS OTHERWISE NOTED.

TYPICAL X-SECTION "D"

9327 4-23-81

ENGINEER'S NARRATIVE

ARTERIAL STREET OVERLAY PROJECT (PORTLAND)
F.A.U. NO. IX-0000(26)
PREFIX NO. 726-1920

This documentation is intended to serve as a guide to the preliminary engineering on this project.

Project Description

The project will rehabilitate F.A.U. designated arterial streets within the City of Portland.

The scope of this work will include cold planing portions of the existing A.C. pavement, repair of existing base and sub-base structural deficiencies, adjustment of incidental structures, and constructing an asphalt overlay.

Project Development

The streets requiring rehabilitation were selected from a consultant study by Novak, Dempsey and Associates. A major list of city streets were analyzed by selective core drilling and dynaflect measurements. From this study a list of streets by priority was obtained. Those streets with utility conflict were eliminated as were streets of lower priority because of budget limitations. The dynaflect deflection values were converted to equivalent Benkelman Beam deflections. (See attached calculations).

Where an 1.5-inch overlay is not required for structural adequacy, a 1.5-inch overlay is necessary to obtain a smooth riding surface over non-structural and intermittent structural deficiencies.

The streets were also field checked to identify intermittently spaced areas requiring rehabilative measures for structural, non-structural deficiencies and to locate incidental structures.

Areas with structural deficiencies will require the removal of roadway surfacing and base material with possible areas of sub-base removal. The roadway will then be reconstructed using 1½" - 0 aggregate base and A.C. Pavement.

Areas of non-structural deficiencies include wheel ruts, depressed or broken utility cuts, cracked and open textured surfaces, high crowns, high cross-slopes at intersecting streets, and drainage problems. These non-structural deficiencies will be corrected mainly by cold-plane profilling and/or shaping with A.C. pavement.

After the correction of structural and non-structural deficiencies the surface will receive a min. 1½" nom. asphalt concrete overlay or a thickness required for structural adequacy. This overlay will restore the rideability, seal the surface, and improve drainage. The restoration of rideability is of particular concern in an urban environment, where homes and commercial buildings are in close proximity to the streets. The high density pattern of utility patches does more than cause driver discomfort and threaten vehicle control. The high traffic volumes and surface conditions in some areas combine to affect the comfort of residents and structural integrity of their property.

The asphalt thickness is intended as a guide to determine quantities of asphalt concrete pavement. The actual measured thicknesses may vary from a low of 1/2 inch along some sections of curb and high crowns to a high of 2½ inches in some depressions. Class "C" mix, with 100 percent passing the 3/4 inch sieve, should be specified to meet the requirements of thin sections and a water tight smooth riding surface.

Bid Items

For the bid items covering cold planing, it was determined to have two bid items. One bid item for cold planing small areas and one bid item for cold planing the entire street. By dividing this work into two separate items, it allows the contractor to bid a lower unit price on cold planing the entire street as compared to cold planing small areas. This may result in significant cost saving when compared to bidding cold planing as one bid item. Also, small amounts of either type of work may be added or deleted from the contract. By bidding two separate bid items the contractor will be paid for the exact type work he completes.

Similarly, the bid item covering manhole adjustment was separated into two bid items. One bid item for adjusting manholes using metal riser rings and another bid item for adjusting manholes by excavating around the manhole and raising the manhole to grade. Most manholes will be adjusted with the metal riser ring, however a few will need to be adjusted by excavation. Since the two methods differ a great deal in the amount of work required, this should be divided into two separate items.

Alternate Bids

Since it is very easy to add or delete streets on this type of project, five alternate bids are submitted. Once bids are opened, the alternate with the lowest bid and largest amount of work that is within the budget limitation of this project will be chosen. In this 1981 construction season it is difficult to estimate the low bidder. Bids may come in at 20% below the Engineer's estimate.

Utility Conflicts

All utilities have been notified of the project and any conflicts will be resolved before or during the construction period. All utility coordination will be the responsibility of the City of Portland.

ENGINEER'S NARRATIVE
ARTERIAL STREET OVERLAY PROJECT (PORTLAND)
F.A.U. NO. IX-0000(26)
PREFIX NO. 726-1920

Drainage

Cold planing the asphalt along curbs and around existing inlets will improve or maintain existing drainage. Inlets will be adjusted when they are excessively off grade after completion of the A.C. overlay.

Traffic Control and Striping

Traffic control during construction will be the responsibility of the contractor as called for by the plans and special provisions. Permanent striping will be done by City forces upon completion of the A.C. overlay.

Please direct any questions or comments to Steve Berg at 621 S.W. Alder, Room 610, Portland, OR 97205, or phone 248-5377.

ENGINEER'S ESTIMATE

ARTERIAL STREET OVERLAY PROJECT (PORTLAND)
FAU NO. IX-0000(26)
PREFIX NO. 726-1920

ALTERNATE 'A' - N. WILLAMETTE BLVD., NE AINSWORTH ST. and NE HALSEY ST.

Item No.	Items of Work & Materials	Unit	Quantity	Unit Price	Total $
1.	Mobilization	All	All	29,000.00	29,000.00
2.	Temporary Protection and Direction of Traffic	All	All	18,000.00	18,000.00
3.	Temporary Signs	Sq.Ft.	620	6.00	3,720.00
4.	Type I Barricades	Each	25	60.00	1,500.00
5.	Type III Barricades	Each	3	110.00	330.00
6.	Flagperson	Hr's	775	25.00	19,375.00
	ROADWORK				
7.	Removal of Existing Asphalt Concrete & Base	S.Y.	8,298	8.00	66,384.00
8.	Cold Plane Pavement Removal - Full Length and Width	S.Y.	72,891	2.75	200,450.25
9.	Cold Plane Pavement Removal - Partial	S.Y.	7,525	6.50	48,912.50
10.	General Excavation	C.Y.	200	10.00	2,000.00
11.	1½" - 0 Aggregate Base	C.Y.	1,826	16.00	29,216.00
12.	Class "C" A.C. Mix	Tons	9,034	17.00	153,578.00
13.	Class "C" A.C. Mix in Leveling	Tons	2,189	19.00	41,591.00
14.	A.C. Cement in Mixture	Tons	617	185.00	114,145.00
15.	Adjusting Manholes with Riser Rings	Each	25	110.00	2,750.00
16.	Adjusting Manholes Resetting Frame	Each	5	200.00	1,000.00
17.	Adjusting Inlets	Each	21	175.00	3,675.00
18.	Adjusting Monuments with Riser Rings	Each	5	80.00	400.00
19.	Sealing Pavement Cracks	L.F.	2.650	2.00	5,300.00
			ALTERNATE 'A' TOTAL AMOUNT =		741,326.75

ENGINEER'S ESTIMATE

ARTERIAL STREET OVERLAY PROJECT (PORTLAND)
FAU NO. IX-0000(26)
PREFIX NO. 726-1920

ALTERNATE 'B' - N. WILLAMETTE BLVD., NE AINSWORTH ST.,
NE HALSEY ST. and SW 6TH AVE.

Item No.	Items of Work & Materials	Unit	Quantity	Unit Price	Total $
1.	Mobilization	All	All	32,000.00	32,000.00
2.	Temporary Protection and Direction of Traffic	All	All	21,000.00	21,000.00
3.	Temporary Signs	Sq.Ft.	720	6.00	4,320.00
4.	Type I Barricades	Each	30	60.00	1,800.00
5.	Type III Barricades	Each	4	110.00	440.00
6.	Flagperson	Hr's	900	25.00	22,500.00
	ROADWORK				
7.	Removal of Existing Asphalt Concrete & Base	S.Y.	10,096	8.00	80,768.00
8.	Cold Plane Pavement Removal - Full Length and Width	S.Y.	75,569	2.75	207,814.75
9.	Cold Plane Pavement Removal - Partial	S.Y.	10,067	6.50	65,435.50
10.	General Excavation	C.Y.	200	10.00	2,000.00
11.	1½" - 0 Aggregate Base	C.Y.	2,222	16.00	35,552.00
12.	Class "C" A.C. Mix	Tons	10,699	17.00	181,883.00
13.	Class "C" A.C. Mix in Leveling	Tons	2,854	19.00	54,226.00
14.	A.C. Cement in Mixture	Tons	745	185.00	137,825.00
15.	Adjusting Manholes with Riser Rings	Each	29	110.00	3,190.00
16.	Adjusting Manholes Resetting Frame	Each	5	200.00	1,000.00
17.	Adjusting Inlets	Each	21	175.00	3,675.00
18.	Adjusting Monuments with Riser Rings	Each	5	80.00	400.00
19.	Sealing Pavement Cracks	L.F.	2,650	2.00	5,300.00
			ALTERNATE 'B' TOTAL AMOUNT =		861,129.25

ENGINEER'S ESTIMATE

ARTERIAL STREET OVERLAY PROJECT (PORTLAND)
FAU NO. IX-0000(26)
PREFIX NO. 726-1920

ALTERNATE 'C' - N. WILLAMETTE BLVD., NE AINSWORTH ST.,
NE HALSEY ST., SW 6TH AVE., and
SE 17TH AVE.

Item No.	Items of Work & Materials	Unit	Quantity	Unit Price	Total $
1.	Mobilization	All	All	33,000.00	33,000.00
2.	Temporary Protection and Direction of Traffic	All	All	22,000.00	22,000.00
3.	Temporary Signs	Sq.Ft.	750	6.00	4,500.00
4.	Type I Barricades	Each	30	60.00	1,800.00
5.	Type III Barricades	Each	4	110.00	440.00
6.	Flagperson	Hr's	930	25.00	23,250.00
	ROADWORK				
7.	Removal of Existing Asphalt Concrete & Base	S.Y.	10,096	8.00	80,768.00
8.	Cold Plane Pavement Removal - Full Length and Width	S.Y.	75,569	2.75	207,814.75
9.	Cold Plane Pavement Removal - Partial	S.Y.	10,791	6.50	70,141.50
10.	General Excavation	C.Y.	200	10.00	2,000.00
11.	1½" - 0 Aggregate Base	C.Y.	2,222	16.00	35,552.00
12.	Class "C" A.C. Mix	Tons	11,496	17.00	195,432.00
13.	Class "C" A.C. Mix in Leveling	Tons	2,905	19.00	55,195.00
14.	A.C. Cement in Mixture	Tons	791	185.00	146,335.00
15.	Adjusting Manholes with Riser Rings	Each	39	110.00	4,290.00
16.	Adjusting Manholes Resetting Frame	Each	5	200.00	1,000.00
17.	Adjusting Inlets	Each	21	175.00	3,675.00
18.	Adjusting Monuments with Riser Rings	Each	5	80.00	400.00
19.	Sealing Pavement Cracks	L.F.	2,650	2.00	5,300.00
			ALTERNATE 'C' TOTAL AMOUNT =		892,893.25

ENGINEER'S ESTIMATE

ARTERIAL STREET OVERLAY PROJECT (PORTLAND)
FAU NO. IX-0000(26)
PREFIX NO. 726-1920

ALTERNATE 'D' - N. WILLAMETTE BLVD., NE AINSWORTH ST.,
NE HALSEY ST., SW 6TH AVE., SE 17TH AVE.,
and SE 28TH AVE.

Item No.	Items of Work & Materials	Unit	Quantity	Unit Price	Total $
1.	Mobilization	All	All	34,000.00	34,000.00
2.	Temporary Protection and Direction of Traffic	All	All	23,000.00	23,000.00
3.	Temporary Signs	Sq.Ft.	780	6.00	4,680.00
4.	Type I Barricades	Each	30	60.00	1,800.00
5.	Type III Barricades	Each	4	110.00	440.00
6.	Flagperson	Hr's	1,000	25.00	25,000.00
	ROADWORK				
7.	Removal of Existing Asphalt Concrete & Base	S.Y.	10,274	8.00	82,192.00
. 8.	Cold Plane Pavement Removal - Full Length and Width	S.Y.	76,569	2.75	210,564.75
9.	Cold Plane Pavement Removal - Partial	S.Y.	11,948	6.50	77,662.00
10.	General Excavation	C.Y.	200	10.00	2,000.00
11.	1½" - 0 Aggregate Base	C.Y.	2,261	16.00	36,176.00
12.	Class "C" A.C. Mix	Tons	12,095	17.00	205,615.00
13.	Class "C" A.C. Mix in Leveling	Tons	3,063	19.00	58,197.00
14.	A.C. Cement in Mixture	Tons	833	185.00	154,105.00
15.	Adjusting Manholes with Riser Rings	Each	42	110.00	4,620.00
16.	Adjusting Manholes Resetting Frame	Each	5	200.00	1,000.00
17.	Adjusting Inlets	Each	22	175.00	3,850.00
18.	Adjusting Monuments with Riser Rings	Each	5	80.00	400.00
19.	Sealing Pavement Cracks	L.F.	2,650	2.00	5,300.00
			ALTERNATE 'D' TOTAL AMOUNT =		930,601.75

ENGINEER'S ESTIMATE

ARTERIAL STREET OVERLAY PROJECT (PORTLAND)
FAU NO. IX-0000(26)
PREFIX NO. 726-1920

ALTERNATE 'E' - N. WILLAMETTE BLVD., NE AINSWORTH ST.,
NE HALSEY ST., SW 6TH AVE., SE 17TH AVE.,
SE 28TH AVE., and SE 52ND AVE.

Item No.	Items of Work & Materials	Unit	Quantity	Unit Price	Total $
1.	Mobilization	All	All	35,000.00	35,000.00
2.	Temporary Protection and Direction of Traffic	All	All	24,000.00	24,000.00
3.	Temporary Signs	Sq.Ft.	810	6.00	4,860.00
4.	Type I Barricades	Each	30	60.00	1,800.00
5.	Type III Barricades	Each	4	110.00	440.00
6.	Flagperson	Hr's	1,020	25.00	25,500.00
	ROADWORK				
7.	Removal of Existing Asphalt Concrete & Base	S.Y.	10,274	8.00	82,192.00
8.	Cold Plane Pavement Removal - Full Length and Width	S.Y.	76,569	2.75	210,564.75
9.	Cold Plane Pavement Removal - Partial	S.Y.	11,997	6.50	77,980.50
10.	General Excavation	C.Y.	200	10.00	2,000.00
11.	1½" - 0 Aggregate Base	C.Y.	2,261	16.00	36,176.00
12.	Class "C" A.C. Mix	Tons	13,317	17.00	226,389.00
13.	Class "C" A.C. Mix in Leveling	Tons	3,063	19.00	58,197.00
14.	A.C. Cement in Mixture	Tons	900	185.00	166,500.00
15.	Adjusting Manholes with Riser Rings	Each	54	110.00	5,940.00
16.	Adjusting Manholes Resetting Frame	Each	5	200.00	1,000.00
17.	Adjusting Inlets	Each	26	175.00	4,550.00
18.	Adjusting Monuments with Riser Rings	Each	5	80.00	400.00
19.	Sealing Pavement Cracks	L.F.	3,760	2.00	7,520.00

ALTERNATE 'E' TOTAL AMOUNT = 971,009.25

ESTIMATED TOTAL AUTHORIZATION
ARTERIAL STREET OVERLAY PROJECT (PORTLAND)
F.A.U. No. IX-0000(26)
PREFIX No. 726-1920

ALTERNATE 'A'

TOTAL AMOUNT =$ 741,326.75
ENGINEERING @ 9% = 66,700.00
CONTINGENCY @ 4.5% = 33,400.00
ESTIMATED TOTAL AUTHORIZATION (ALT. 'A') =$ 841,426.75

ALTERNATE 'B'

TOTAL AMOUNT =$ 861,129.25
ENGINEERING @ 9% = 77,500.00
CONTINGENCY @ 4.5% = 38,800.00
ESTIMATED TOTAL AUTHORIZATION (ALT. 'B') =$ 977,429.25

ALTERNATE 'C'

TOTAL AMOUNT =$ 892,893.25
ENGINEERING @ 9% = 80,400.00
CONTINGENCY @ 4.5% = 40,200.00
ESTIMATED TOTAL AUTHORIZATION (ALT. 'C') =$1,013,493.25

ALTERNATE 'D'

TOTAL AMOUNT =$ 930,601.75
ENGINEERING @ 9% = 83,800.00
CONTINGENCY @ 4.5% = 41,900.00
ESTIMATED TOTAL AUTHORIZATION (ALT. 'D') =$1,056,301.75

ALTERNATE 'E'

TOTAL AMOUNT =$ 971,009.25
ENGINEERING @ 9% = 87,400.00
CONTINGENCY @ 4.5% = 43,700.00
ESTIMATED TOTAL AUTHORIZATION (ALT. 'E') =$1,102,109.25

9327

November 12, 1980

City of Portland
City Hall
Portland, OR 97204

AGR 4

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 7372

Gentlemen:

Attached for your records are two fully executed copies of an agreement covering Arterial Street Overlay Program No. 2.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

CON 21-2

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: August 12, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Interstate Transfer Project

Portland is requesting approval of a $1,450,000 project to construct overlays on their arterial Federal Aid Urban routes. The specific streets to be overlaid will be selected during the preliminary engineering phase of the project. City will perform the bulk of preliminary and construction engineering. In Summary:

Jurisdiction	Section	Est. Total Cost	Federal Funds	State Share	City Share
Portland	Arterial Street Overlay Program No. 2	$1,450,000	$1,232,500	$130,500	$87,000

Metro and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer Funds withdrawn from the I-505 Freeway. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H. S. Coulter
State Highway Engineer

Date 8/14/80

GEZ:pf

Contains Recycled Materials
81-125-1387

9327

9-25-80

Portland

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 IDENTIFICATION

PROJECT NAME: Arterial Street Overlay Program No. 2

HIGHWAY NAME: Various Portland FAUS Routes

HIGHWAY NUMBER: N/A

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1	2A and 2B	Multnomah	Portland

LENGTH: Unknown

MILEPOST NUMBER TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Portland

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAI-X (I-505 Transfer)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Overlay the existing pavement on various arterial streets located on the FAU system in the City of Portland. Minor patching will be done as necessary, prior to the overlays.

The specific streets to be overlaid will be selected during the preliminary engineering phase of this project.

REFERRED TO
Beard
Stoudenmeyer
Cole ✓
Mann
Erikson
Watson
Dorn
Leu
Hager
Discuss
Do
File Copy
Due
[✓ Return]
BY FINAL DESIGN ENGINEER

1 ✓
2
3
4

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): Varies

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): Varies

DESIGN STANDARDS: NA

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Pespin
Location Engineer
Date 9/25/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES		
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YE	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ______

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3.0

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	25,000	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	1,425,000	
OTHER ________________		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	1,450,000	

SUBMITTED BY ______________________________

9-3 80

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Project (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAS-C PROJECTS					
Blind Slough (Barendse Road) Bridge, FAS-A736 Bridge Repair Clatsop County	$ 42,000	$ 36,960	$ 2,520	$ 2,520	8-26-80
Willow Creek (Twin, Goldon Eagle Mine, Bronson and Brogan Canyon) Bridges, Malheur Co. (Ironside Road District No. 5)	446,300	392,740	26,780	26,780	8-29-80
FAI-X PROJECT					
Arterial Street Overlay Program No. 2 Portland	1,450,000	1,232,500	130,500	87,000	8-14-80
SOS PROJECTS					
Bonnie Lure Park Br. SOS-0300(7) Clackamas Co.	CANCELLATION				8-13-80
Jct. Skogan Rd. at 362nd Drive SOS-0300(8) Clackamas Co.	(INCREASE AUTHORIZATION)				8-13-80

September 3, 1980

H S Coulter

H. S. Coulter
State Highway Engineer

9327 U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL /OR AUTHORIZATION

8 - 26 - 80

FEDERAL AID PRO NO.
TY-0000(26)

ST PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
00128

COUNTY NAME
Multnomah

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
'80
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 8/26/80	FEDERAL ROUTE NUMBER Various	STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

Arterial Street (Portland) Overlay Project No.2

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $25,000 -
F.F. $21,250
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 8/19/80.

DATE 8/26/80	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-858

1397. (ASP0001) PLANNING FILE ______ to Acct 10-9

Form E-31 (Rev 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Arterial Street Overlay Program No. 2

Highway Various Portland FAUS Routes

County Multnomah

Date July 22, 1980

Authorization No. 1

Survey Prefix 726-1920 (Assigned by Salem office)

Description of termini, route, length, etc.: Various city arterial streets on the FAU system throughout Portland.

Proposed: Construct overlays on existing city arterial streets with selective base repair. Adjust inlets, manholes, and valve covers.

Purpose of survey: City will perform field survey, prepare plans and specifications. State will monitor project and complete PS&E.

1X-0000(26)
8-26-80

Estimate of cost: $1,425,000 (construction)
FUNDING: FAIX (1-505 Transfer)
CATEGORY: 3 (Statewide Categorical Exclusion)

Estimate of Cost		
Field Survey	(901)	1,500
Citizen Participation	(902)	
City or County	(903)	19,600
Consultant	(904)	
Final Design	(905)	1,250
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	1,750
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	500
Administrative Services	(922)	200
Environmental	(923)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Approved by Hwy Engr 8-14-80

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

LOCATION SECTION

Total estimated cost of survey	$ 25,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Curtis H. Duval
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
D R Adams
Regional Engineer
DONALD R. ADAMS, Project Development Engineer

Recommended for Approval:
Frank E.
Location Engineer

Approved:
J H Wesley for
Assistant State Highway Engineer

SP-5004-771

9327

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8231
Date: July 22, 1980

File No: 80-36

TO: D.H. MOEHRING Attn: D.E. Swan
Assistant State Highway Engineer

FROM: MAX J. KLOTZ
Program Manager

SUBJECT: Arterial Street Overlay Program No. 2
City of Portland
Multnomah County

Here is our programming packet on the subject project. Included are:

- project request
- authority for survey
- location prospectus
- agreement information sheet
- MSD TIP project adjustment sheet

To Terpin
7-30-80

This is an FAU replacement project funded by the I-505 Transfer. We are treating this as a new project; however, MSD is considering it as an extension of the previous City of Portland arterial street overlay project that recently went to contract. Therefore, the authorization for this project has been set up in the MSD TIP through an administrative adjustment dated July 1, 1980 (copy attached) rather than a formal MSD Council resolution.

The environmental aspects of this project are covered by the Statewide Categorical Exclusion. There is no waterway involvement.

The City has contacted Cliff Christianson, FHWA Area Engineer, and received tentative approval to program preliminary engineering without listing the specific streets that will be overlaid by this project. The streets will be selected during preliminary engineering.

Please request federal approval of this project and obligation of $25,000 (TEC) at this time for preliminary engineering.

js

Attachments

cc: F.E. Terpin
Metro Project Development Units

8-11-80
TO TYPE

PROJECT MANAGEMENT BRA[illegible]
[illegible] ☐ STE
PLE ☐ [illegible] ☐ [illegible]
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

[illegible]
[illegible]

FEDERAL AID PROJECT REQUEST

Date 1980

Applicant Agency CITY OF PORTLAND

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. ALL-PORTLAND Route Name SEE ATTACHED LIST

Project Name OVERLAYS ON ARTERIALS

Project Length 321 miles Project Location (Attach sketch

Project Description Construct overlays on arterial FAUS routes on the Portland City Street System. This request is for 2nd year of an ongoing program. Specific streets for the project will be identified following evaluation of the system.

Average Daily Traffic 1,500 to 30,000 ADI Design Speed to 45 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 32 to 100 Travel Lanes 2 to 4 Shoulders on a very few

Medians on a few Parking on most

Sidewalks on most

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width ____ Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No ____

3. Will additional right-of-way be needed? Yes ____ No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

____

2. Proposed Signalization:

Location

Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant?

4. Permanent Striping:

Include in project or by applicant?

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location
Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes________ No________

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks Feather to meet existing rails

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Bureau of Street & Structural Engr. Office
2. Environmental	400 SW 6th Ave., Portland, OR 97204 Office
3. Public Hearing	Attn: Dave Hill , 248-4643 Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State________ Consultant________

2. Project construction engineering to be performed by:

Applicant X State ______ Consultant ______

3. Will applicant perform any work prior to or after award of contract?
Yes X No ______
If "yes," describe briefly: Overlay and raise inlets, manhole and valve covers.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 1,425,000
Right-of-way costs (if participating)	0
Traffic control	0
Illumination	0
Structures	0
Railroad	0
Other	0
Preliminary engineering	25,000
PROJECT TOTAL	$ 1,450,000

232.5 IFF

Remarks Inlets, manhole and valve covers will be raised by paving crew.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF PORTLAND, OREGON and/or ______ COUNTY

By C. David Hill for David Vargas
STATE HIGHWAY COORDINATOR

By ______

By ______

By ______

(1976)

PLANNING FILE NO. 80-36

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Arterial Street Overlay Program No. 2

Highway Various Portland FAUS Routes

County Multnomah

Date July 22, 1980

Authorization No. 1

Survey Prefix .... (Assigned by Salem office)

Description of termini, route, length, etc.: Various city arterial streets on the FAU system throughout Portland.

Proposed: Construct overlays on existing city arterial streets with selective base repair. Adjust inlets, manholes, and valve covers.

Purpose of survey: City will perform field survey, prepare plans and specifications. State will monitor project and complete PS&E.

Estimate of cost: $1,425,000 (construction)

FUNDING: FAIX (1-505 Transfer)

CATEGORY: 3 (Statewide Categorical Exclusion)

Estimate of Cost

Field Survey	(901)	1,500
Citizen Participation	(902)	
City or County	(903)	19,600
Consultant	(904)	
Final Design	(905)	1,250
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	1,750
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	500
Administrative Services	(922)	200
Environmental	(923)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 25,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Curtis H. Duval

Field Engineer

CURTIS H. DUVAL, Metro Location Engineer

[illegible]ommended for Approval:

Regional Engineer

DONALD R. ADAMS, Project Development Engineer

SP 23604-734

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

MA PDM PDE TSE [illegible]
ODOT - METRO

MAY 22 1980

AMS PPS PPC FILE T/A

May 15, 1980

JON ROSE
ODOT METRO
5821 NE GLISAN
PORTLAND, OR 97213

Dear Jon:

Enclosed for ODOT processing is a Federal Aid Project Request and a Project Catagory Request for the second year of the overlays on Arterials Project. As part of the engineering pavements on these streets will be evaluated in order to develop a prioritized listing of overlays. For this reason specific streets to be overlaid have not been identified at this time. The City Council has identified the size of this program for this year, therefore funding approval has been requested from MSD and is being requested through this application from FHWA.

If you have any questions concerning this project, please call Steve Riddell at 248-4347 or me at 248-4643.

Sincerely,

L. David Hill

L. David Hill, Engineer IV
Program Management Division

cc w attachments: Vic Rhodes
Reading File

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
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PE 25,000
Cons: 1,425,000

Sincerely,

L. David Hill

L. David Hill, Engineer IV
Program Management Division

cc w attachments: Vic Rhodes
Reading File

TECHNICAL
SERVICES UNIT
MAY 21 1980

Earl —
Please handle —
Cox

5/22/80

MAX

FOR YOUR HANDLING

Jon

Phase 1: 72, 1913

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE July 22, 1980

PREFIX

1 IDENTIFICATION

PR CT NAME Arterial Street Overlay Program No. 2

HIGHWAY NAME Various Portland FAUS Routes

HIGHWAY NUMBER N/A

REGION 1

ADMINISTRATIVE DISTRICT 2A and 2B

COUNTY Multnomah

CITY Portland

LENGTH Unknown

MILEPOST NUMBER TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT City of Portland

TYPE OF FUNDS ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAI-X (I-505 Transfer)

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Overlay the existing pavement on various arterial streets located on the FAU system in the City of Portland. Minor patching will be done as necessary, prior to the overlays.

The specific streets to be overlaid will be selected during the preliminary engineering phase of this project.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) Varies

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) Varies

DESIGN STANDARDS

TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES		
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ________________

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE	________ (Region)	________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	25,000	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	1,425,000	
OTHER ____		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	1,450,000	

SUBMITTED BY ____________________

Project Arterial Street Overlay Program No. 2

Agency City of Portland **Date** July 22, 1980

Type of Project Overlay

Funds SOS [✓ FAI-X] FAUS FASC Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	☐	☐	☒	☐
Monitor PE	☐	☒	☐	☐
Field Survey	☐	☐	☒	☐
Prepare Environmental Statements	☒	☐	☐	☐
Review & Process Envir. Statements	☒	☐	☐	☐
Public Hearings	☒	☐	☐	☐
Citizen Involvement	☐	☐	☒	☐
Action Plan Requirements	☐	☐	☒	☐
Preliminary Design Plans & Specs.	☐	☐	☒	☐
Prepare for Contract Bids	☐	☐	☒	☐
Advertise, Let and Award	☐	☒	☐	☐
Major Construction Engineering	☐	☐	☒	☐
Lab Testing, Final Checking	☐	☒	☐	☐
Utility Responsibility	☐	☐	☒	☐
Maintenance After Completion	☐	☐	☒	☐
Signal Maintenance	☒	☐	☐	☐
Power Consumption	☒	☐	☐	☐
Local Match	☐	☐	☒	☐
Provide for Right-of-way Agreement		Yes	[✓ No]	

Construction by Contract ☒ State Forces ☐ Local Forces ☐

Advance Deposit Required PE ☐ Construction ☐ N/A ☒

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks: The funding will be split as follows:

85% Federal (I-505 Transfer)
9% State
6% City

```
                  METROPOLITAN SERVICE DISTRICT

                      TIP PROJECT ADJUSTMENT

                            01-Jul-80

           STATEMENT OF TRANSACTION IN FEDERAL DOLLARS

PER REQUEST DTD JUNE 24, 1980


TRANSACTION #: 8007011
PROJECT: ARTERIAL STREET OVERLAY PROGRAM-PHASE II
FUNDING: I505 CATEGORY E-FAU AND FAP REPLACEMENT FUND PROJECTS
SPONSOR: CITY OF PORTLAND
FILE # : 75378902
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

**********PREVIOUS STATUS***********          *******NEW STATUS*******
                  LESS    UNOBLIGATED     THIS    UNOBLIGATED    PROJECT
       TOTAL  OBLIGATION    BALANCE   TRANSACTION   BALANCE       TOTAL
-------------------------------------------------------------------------
PRELIMINARY ENGINEERING
           0           0          0       21,250      21,250      21,250
CONSTRUCTION
           0           0          0    1,211,250   1,211.250   1,211,250
TOTAL
           0           0          0    1,232,500   1,232,500   1,232,500



PROJECT: FAU REPLACEMENT CONTINGENCY-I505-CITY OF PORTLAND
FUNDING: I505 CATEGORY E-FAU AND FAP REPLACEMENT FUND PROJECTS
         PROJECT FUNDING COMBINED-ADJUSTMENT ONLY FOR THIS FUNDING
SPONSOR: CITY OF PORTLAND
FILE # : 75348797


RESERVE ACCOUNT
   2,841,695           0  2,841,695   -1,232,500   1,609.195   1,609,195
TOTAL
   2,841,695           0  2,841,695   -1,232,500   1,609.195   1,609.195

 HOOD FUNDS      153,258 I505 FUNDS     1,455,936

[][][][]
378*12*    21250*33*  1211250****        0  1232500
348*62*  3968939****          0  1158681
```

1981 N. Columbia Way/N. Colum. 9328
Blvd./Portland Rd. Intchge. Ramp
in N. Portland. (Gr.,pav.,sign.,sig.)

1981 N. Columbia Way/N. Colum. 9328
Blvd./Portland Rd. Intchge. Ramp
in N. Portland. (Gr.,pav.,sign.,sig.)

9328

HIGHWAY DIVISION INVOICE

INVOICE NUMBER 139279

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
5/3/84		CA 2872

CODE PORTBUR

CITY OF PORTLAND
BUREAU OF STREETS & STRUCT. ENG.
621 SW ALDER RM 725
PORTLAND OR 97205

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	324	02			4,680.33
726-1915	296	00	000		742.03
326-1040	296	00	000		3,938.30
726-1915	295	00	000		(742.03)
326-1040	295	00	000		(3,938.30)

DESCRIPTION	TOTAL PRICE
FINAL BILLING CITY OF PORTLAND N COLUMBIA BLVD AT N PORTLAND RD. RAMP FAP NO IX 9956 (8) & (11)	
CITY'S SHARE PER ATTACHED ITEMIZED STATEMENT:	

TOTAL PROJ. COST	157,110.95
LESS: FED. FUNDS	(128,197.53)
LESS: CREDIT FOR WORK PERFORMED BY CITY.	(4,784.09)
LESS: CITY'S ADVANCE DEPOSIT	(19,449.00)

BALANCE DUE FROM CITY 4,680.33

PROGRAM SECTION
MANAGER
PROJECT UNIT
PROGRAM UNIT
MAN. ASSIST.
REFER TO
FOR

110.00 ACCT. FINAL

734-1150 (7-81)

9328

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER 139279

DATE 5/1/84

PURCHASE ORDER NUMBER

☐ PARTIAL ☒ FINAL

PRIOR REQUEST NUMBER

BILLING REQUEST NUMBER CA 2872

CODE PØRTBUR

BILL TO:

City of Portland
Bureau of Streets & Struct. Eng.
621 S.W. Alder - Rm. 725
Portland OR 97205

CREDIT DISTRIBUTION

324.02	4,680.33
726-1915-296-00-000	742.03
326-1040-296-00-000	3,938.30
726-1915-295-00-000	<742.03>
326-1040-295-00-000	<3,938.30>

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)

TOTAL

Final billing: City of Portland -
N. Columbia Blvd at N. Portland Rd.
Ramp - FAP No. IX 9956 (8) & (11)

City's share per attached itemized statement:

Total Proj Cost	157,110.95
Less Fed Funds	<128,197.53>
Less Credit for work performed by City	<4,784.09>
Less City's Advance Deposit	<19,449.00>
Bal Due from City	4,680.33

110.00

Advance Deposit Amount	$
Advance Deposit Previously Transferred to Highway Fund	$
Balance	$
Transfer to Highway Fund	$
Refund Due	$

AMOUNT DUE $ 4,680.33

SUBMITTED BY J. Hensley W

APPROVED BY

9328

ITEMIZED STATEMENT OF FINAL COSTS DATE April 19, 1984

CITY: Portland AGREEMENT NO: 7273 PROJECT NO: IX-9956(8)(11)

CONTRACT NO: 9328 SECTION: N. Columbia Blvd. at N. Portland Rd. Ramp

Preliminary Engineering (Prefix No. 726-1915 & 426-1935):

Project Manager	$ 1,060.59
Work Performed by City	9,683.26
Final Design	664.98
Soils & Geology	81.85
Signing	431.58
Audit Expense	203.55
Program Section	95.50
Specifications	1,485.46
Environmental Section	923.39
TOTAL P.E. COST	$ 14,630.16

Construction (Prefix No. 326-1040 & 426-1031):

Payment to Contractor	$118,225.27
Credit for Liquidated Damages	(4,480.00)
Interest	82.50
Construction Engineering by State	3,640.89
Construction Engineering by City	22,210.68
Signing	38.53
Audits	231.40
Program Section	18.23
Salem Lab.	1,084.13
Portland Lab.	221.58
Eugene Lab.	81.40
Technical Services	580.76
Construction Section	545.42
TOTAL CONST. COST	$142,480.79

SUMMARY:

Total P.E. Cost		$ 14,630.16
Total Const. Cost		142,480.79
TOTAL PROJECT COST		$157,110.95
Less Federal Funds:		
P.E.	$ 12,435.64	
Const.	115,761.89	(128,197.53)
TOTAL CITY SHARE		$ 28,913.42
Less Credit for P.E. by City		(1,452.49)
Less Credit for Const. Engr. by City		(3,331.60)
Less Const. Advance Deposit by City 7-2-81		(19,449.00)
AMOUNT DUE FROM CITY		$ 4,680.33

*Nonparticipating Costs

Interest	$	82.50
Construction Engineering		3,637.78
Signing		38.53
Program Section		18.23
Salem Lab.		1,084.13
Portland Lab.		221.58
Eugene Lab.		81.40
Technical Services		580.76
Construction Section		545.42
TOTAL	$	6,290.33

*These costs with the exception of "Interest of $82.50", are classified as Construction Engineering in excess of 15 percent allowed by FHWA.

GEZ:cm

9328 2-16-84 326-1040
426-1081

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon

ADDRESS Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 6-17-81 TO 12-20-83

FEDERAL AID PROJECT NO. IX-9956(11)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
22,210.68	22,210.68	85%	18,879.08	18,879.08	-0-
120,270.11	113,979.78	85%	96,882.81	96,882.81	-0-
142,480.79	136,190.46	85%	115,761.89	115,761.89	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY Oregon

DATE 2/16/84

SIGNATURE OF AUTHORIZED OFFICIAL

Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	N. Columbia Way/N. Columbia Blvd./ N. Portland Rd. Interchange Ramp Multnomah County					
	Construction					
	Type Code Y008					
	Channelization (Sta. "CP" 0+32 to Sta. "CP" 8+72)					
	Final Contract Payment Summary		Lump Sum		62,350.27	
	Type Code Y031					
	Traffic Signal					
	Final Contract Payment Summary		Lump Sum		55,875.00	
	Total Participating Construction Cost				118,225.27	
	Construction Engineering					
	Work by City of Portland		All Required		22,210.68	
	State		All Required		3.11	
	Liquidated Damages		Lump Sum		(4,480.00)	
	Total Participating Construction Engineering				17,733.79	
	Misc Project Cost					
	Audit Expense		All Required		231.40	
	Total Participating Project Cost				136,190.46	
	Non Participating Project Cost					
	Interest on Final Payments		All Required		82.50	
	Construction Engineering		All Required		6,207.83	
	Total Non Participating Project Cost				6,290.33	
	Total Project Cost				142,480.79	
	Prepared based on Participating cost as shown on the Federal Billings as of 2-23-84					
	AMOUNT CARRIED FORW					

```
          326   1039     948       00 P 1                                                 571.57      82    83
                         TOT       P1          20,909.84CR        20,816.94CR           544,816.48
                         TOT       P2          20,909.84          20,909.84             510,192.19
                         TOT       N1                                   .01               3,663.60CR
                      ** JOB TOTALS **                     **          92.91  **    1,051,345.07  **

                                                                                                   STATE
N COL BLVD @ N PORT RD RA    CONT NO 9328 * FA PROJ NOS X10 9956011.100
          326   1040     201       00 P 1 Pay cont.     150.00CR        150.00CR    118,225.27✓   81    84
          326   1040     203       00 P 1 Cr. Liq. Dam. 150.00          150.00        4,480.00CR✓ 81    84
          326   1040     206       00 N✓1 Interest                                        82.50✓  82    82
          326   1040     295       00 N 9 Tr. City                                    19,449.00✓  81    82
          326   1040     296       00 N 9  "  St                        227.84CR    121,608.47CR✓ 81    84
          326   1040     298       00 N 9  "  Fed.                      227.84      102,159.47✓   81    84
          326   1040     900       00 P 1                 3,604.49CR  3,604.49CR                  81    84
          326   1040     900       00 N✓1 Const. Engr.    3,604.49    3,604.49        3,604.49✓   84    84
          326   1040     911       00 P 1 signing          38.53CR       38.53CR                  81    84
          326   1040     911       00 N✓1  "               38.53         38.53           38.53✓   84    84
          326   1040     915       00 P 1 Audits                          2.00          231.40✓   83    83
          326   1040     920       00 P 1 Prog. Sec.       18.23CR       18.23CR                  81    84
          326   1040     920       00 N✓1  "               18.23         18.23           18.23✓   84    84
          326   1040     940       00 P 1               1,084.13CR    1,047.75CR                  81    84
          326   1040     940       00 N✓1 Salem Lab.    1,084.13      1,084.13        1,084.13✓   84    84
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                          FEBRUARY 1984        PAGE  272
                                                                      FISCAL           GRAND TOTAL     ACTIVE YRS
    DESCRIPTION          PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE      TO DATE        BEG   END
          326   1040     941       00 P 1 Port. Lab.    221.58CR      221.58CR                        81    84
          326   1040     941       00 N✓1  "    "       221.58        221.58            221.58✓       84    84
          326   1040     942       00 P 1                81.40CR       81.40CR                        81    84
          326   1040     942       00 N✓1 Eugene Lab     81.40         81.40             81.40✓       84    84
          326   1040     944       00 P 1               580.76CR      580.76CR                        81    84
          326   1040     944       00 N✓1 Tech. Serv    580.76        580.76            580.76✓       84    84
          326   1040     945       00 P 1               545.42CR      545.42CR                        81    84
          326   1040     945       00 N✓1 Const Sec     545.42        545.42            545.42✓       84    84
          326   1040     948       00 P 1 Tot. Const Engr 33.29CR      33.29CR            3.11✓       82    84
          326   1040     948       00 N✓1  "             33.29         33.29             33.29✓       84    84
                         TOT       P1                 6,207.83CR    6,169.45CR        113,979.78
                         TOT       N1                 6,207.83      6,207.83            6,290.33
                      ** JOB TOTALS **                     **          38.38  **      120,270.11  **

                                                                                                   STATE
UPRR CROSSING TO BIRCH AV    CONT NO 9344 = FA PROJ NOS X10 9877003.100
          326   1041     201       00 P 1                                          264,627.86       82    83
          326   1041     201       00 N 1                                               50.00       82    83
          326   1041     206       00 N 1                                              438.89       83    83
          326   1041     296       00 N 9                              1,043.69CR    271,089.26CR     81    84
          326   1041     297       00 N 9                                           38,880.00       81    82
          326   1041     298       00 N 9                              1,043.69     232,209.36       82    84
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              FEBRUARY 1984        PAGE  309
                                                                          FISCAL          GRAND TOTAL     ACTIVE YRS
       DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE       TO DATE        BEG    END

                                                                                                              STATE
 POWELL BLVD PARKING LOT       CONT NO      * FA PROJ NOS XI  0024024 100                        6,439.20CR     81      83
                                 426     1028       598       00 N 9                              6,439.20       81      82
                                 426     1028       903       00 P 1                              6,439.20
                                                    TOT       P1                                  6,439.20CR
                                                    TOT       N9
                                                 ** JOB TOTALS **            **              **             **

                                                                                                              STATE
 SE 257THDR-SE DIVISION DR     CONT NO      * FA PROJ NOS SOS 2600001 100    27,427.14                      82      83
                                 426     1029       598       00 N 9          27,427.14CR                    81      83
                                 426     1029       903       00 P 1          27,427.14CR
                                                    TOT       P1              27,427.14
                                                    TOT       N9
                                                 ** JOB TOTALS **            **              **             **

                                                                                                              STATE
 ARTERIAL ST LIGHT CONVERSION  CONT NO        FA PROJ NOS X10 0000027 100                       747,135.50      81      82
                                 426     1030       210       01 P 1                            776,517.79CR    81      82
                                 426     1030       598       00 N 9                             29,382.29      81      82
                                 426     1030       903       00 P 1                            776,517.79
                                                    TOT       P1                                776,517.79CR
                                                    TOT       N9
                                                 ** JOB TOTALS **            **              **             **

                                                                                                              STATE
 N COL HY-N PRTLD RD CONST     CONT NO        FA PROJ NOS X10 9956011 100                        18,879.08CR    82      82
                                 426     1031       598       00 N 9                             18,879.08      82      82
                                 426     1031       903       00 P 1                             18,879.08
                                                    TOT       P1                                 18,879.08CR
                                                    TOT       N9
                                                 ** JOB TOTALS **            **              **             **

                                                                                                              STATE
 NW THURMAN-SW COLUMBIA        CONT NO        FA PROJ NOS X10 0000040 100                        38,942.83CR    82      83
                                 426     1032       598       00 N 9                             38,942.83      82      83
                                 426     1032       903       00 P 1                             38,942.83
                                                    TOT       P1                                 38,942.83CR
                                                    TOT       N9
                                                 ** JOB TOTALS **            **              **             **

                                                                                                              STATE
 W BURNSIDE@SW TICHNER         CONT NO        FA PROJ NOS X10 9326008 100     3,262.61CR         81,207.14CR    82      83
                                 426     1033       598       00 N 9             397.53          81,207.14      82      83
                                 426     1033       903       00 P 1             397.53          81,207.14
                                                    TOT       P1               3,262.61CR        81,207.14CR
                                                    TOT       N9               2,865.08CR**
                                                 ** JOB TOTALS **            **                             **
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802   272 BILLING NUMBER 34

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

03/15/84

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-1046	1	X10 -9867-005	1129,544.00	1339,309.83	1323,222.09	85.00	1124,738.78	1124,712.41		26.37
326-1046	8	X10 -9867-005	35,000.00	3,356.90	3,320.05	85.00	2,822.04	2,822.04		
		PROJ TOTALS	1164,544.00	1342,666.73	1326,542.14		1127,560.82	1127,534.45		26.37
326-1961	1#	X10 -9877-001	7,360.06	8,591.52	8,581.16	85.77	7,360.06	7,360.06		
>426-1929	2	X10 -9877-001	3,155.74	3,155.74	3,155.74	100.00	3,155.74	3,155.74		
		PROJ TOTALS	10,515.80	11,747.26	11,736.90		10,515.80	10,515.80		
326-2575	1#	X10 -9877-002	16,266.70	19,137.29	19,137.29	85.00	16,266.70	16,266.70		
326-1041	1	X10 -9877-003	235,200.00	273,676.26	273,187.37	85.00	232,209.26	232,209.26		
>426-1034	1	X10 -9877-003	40,000.00	38,365.70	38,365.70	100.00	38,365.70	38,365.70		
		PROJ TOTALS	275,200.00	312,041.96	311,553.07		270,574.96	270,574.96		
>426-1946	1#	X10 -9877-004	12,466.47	12,466.47	12,466.47	100.00	12,466.47	12,466.47		
726-1933	1#	X10 -9877-004	6,377.13	7,502.51	7,502.51	85.00	6,377.13	6,377.13		
		PROJ TOTALS	18,843.60	19,968.98	19,968.98		18,843.60	18,843.60		
>326-1050	1	X10 -9880-002	478,720.38	574,030.45	572,667.49	85.00	486,767.37	478,720.38	8,046.99 B	
>426-1035	1	X10 -9880-002	77,687.62	77,587.62	77,587.62	100.00	77,587.62	77,587.62		
		PROJ TOTALS	556,408.00	651,618.07	650,255.11		564,354.99	556,308.00	8,046.99	
>326-2580	1	X10 -9891-003	63,750.00	74,213.78	73,630.45	85.00	62,585.88	62,585.88		
>326-1966	2#	X10 -9926-002	33,585.91	39,512.84	39,512.84	85.00	33,585.91	33,585.91		
>426-1939	1#	X10 -9926-002								
		PROJ TOTALS	33,585.91	39,512.84	39,512.84		33,585.91	33,585.91		
>326-2571	2	X10 -9926-006	106,250.00	125,000.00	125,000.00	85.00	106,250.00	106,250.00		
326-1043	1	X10 -9926-007	1414,253.00	1565,280.56	1564,710.97	85.00	1330,004.32	1329,716.30		288.02
326-1043	8	X10 -9926-007	90,270.00	8,316.00	8,288.67	85.00	7,045.37	7,045.37		
		PROJ TOTALS	1504,523.00	1573,596.56	1572,999.64		1337,049.69	1336,761.67		288.02
326-1049	1#	X10 -9956-010	38,208.10	44,982.47	44,950.71	85.00	38,208.10	38,208.10		
726-1925	1#	X10 -9956-010	1,409.98	1,658.80	1,658.80	85.00	1,409.98	1,409.98		
		PROJ TOTALS	39,618.08	46,641.27	46,609.51		39,618.08	39,618.08		
326-1040	1#	X10 -9956-011	96,882.81	120,270.11	113,979.78	85.00	96,882.81	96,882.81		
>426-1031	1#	X10 -9956-011	18,879.08	18,879.08	18,879.08	100.00	18,879.08	18,879.08		
		PROJ TOTALS	115,761.89	139,149.19	132,858.86		115,761.89	115,761.89		

9328

rll

cc: OSH (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 12/19/83	REPORT MADE BY 12-19-83 Thomas P. Lowe, Area Engineer		PROJECT NO. IX-9956(11)
COMPLETION DATE 2/15/82	ACCEPTANCE DATE BY CONTRACT AGENCY 11/8/82	TIME ELAPSED A 123 B 120	CONTRACT TIME A 60 days B 180 days
APPROVED EXTENSIONS 1 day	LOCATION See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N COLUMBIA WAY - N COLUMBIA BLVD - N PORTLAND ROAD INTCHG RAMP
CITY STREETS
Traffic Signals

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
DEC 21 '83
REFER TO
FOR
Info

This project involved installation of traffic signals and some extensive traffic channelizations to improve the subject ramp connection.

The contractor overran Unit A by 14 days, and Unit B by 23 days. A one day extension was granted per the contractor's request for Unit A. No request for time extension has been made under Unit B. Total liquidated damages of $4,480 have been assessed.

The total project cost will underrun the original authorization of $140,826 by about one percent.

The completed work appeared to be in conformance with the contract requirements, therefore, acceptance is recommended.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe Original Signed by T. P. LOWE		SIGNATURE Glenn K. Hossner Original Signed By [illegible] K. HOSSNER Field Operations Engr	
TITLE Area Engineer	DATE 12/20/83	TITLE Field Operations Engineer	DATE 12/20/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9328

B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Bugge Investment Co. dba Columbia West Materials & Constructors Co. No. 9328	N.Col. Way/N. Col. Blvd./N. Portland Rd. Intchge. Ramp Multnomah County	November 8, 1982
Hi Lo Roads, Inc. No. 9439	Florence/Eugene Hwy. @ M.P. 10.3 Lane County	November 8, 1982
Sims Electric, Inc. No. 9348	Main St.-Campbell St. (Baker) Baker County	November 9, 1982
E.H. Itschner Co. No. 9461	Shaniko Rock Production Wasco County	November 9, 1982
Linnco Electric Co. No. 9394	Pac.Hwy. E.@ Hayesville Dr. NE (Salem) Marion County	November 9, 1982
Olson's Mechanical & Heavy Rigging No. 9517	Catching Slough Bridge Coos County	November 9, 1982
Gresham Paving, Inc. No. 9255	N. Main Ave.-NE Elliott Ave. & N. Main Ave.-NE Kelly Ave. (Gresham) Multnomah County	November 9, 1982
Schrader Const. Co., Inc. No. 9119	W. Intchge., Sellwood Bridge Multnomah County	November 10, 1982
Hertz Electric, Inc. No. 9246	SW Cedar Hills Blvd. @ SW Butner/Barnes Rd. Washington County	November 15, 1982
Sims Electric, Inc. No. 9393	Old Hwy. 20 @ "A" St. (Toledo) Lincoln County	November 15, 1982
Auburn Const. Co. No. 9346	McFee Cr. (Midway Rd.) Bridge Washington County	November 16, 1982
Tice Electric Co. No. 9329	Cascade Hwy. S. @ Gaffney Lane & Beavercreek Rd. @ Fred Meyer Access Clackamas County	November 18, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9449	Pac. Hwy. E. @ Mt. Hood Ave. (Woodburn) Marion County	November 18, 1982
Douglas S. Coats, Inc. No. 9317	Jordan Cr. (Danner) Bridge Malheur County	November 22, 1982
Stukel Rock & Paving, Inc. No. 9229	N. Klamath Falls Intchge.-Jct. Green Springs Hwy. Klamath County	November 23, 1982
Wildish Corvallis Construction Co. No. 9353	Corvallis/Lebanon Hwy. @ Seven Mile Lane Linn County	November 30, 1982
Nelson-Deppe, Inc. No. 9300	Powder River Baker County	November 30, 1982
Roseburg Paving, Inc. No. 9215	Roseburg S.C.L.-Jct. Coos Bay/Roseburg Hwy. Douglas County	November 30, 1982

December 2, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9328

726-1915
426-1935

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-23-82

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

(For use of Paying Office)

ADDRESS Treasurer of the State of Oregon

Capitol Bldg.

STATE Salem, OR 97310

VOUCHER Oregon

FROM

TO 4/15/80

6/17/81

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. IX-9956(8)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
\$ 9,683.26 5,072.64	\$ 9,683.26 4,946.90	85% 85%	\$ 8,230.77 4,204.87	\$ 8,230.77 4,204.87	\$ 0.00 0.00
\$14,755.90	\$14,630.16	85%	\$12,435.64	\$12,435.64	\$ 0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY DATE	BY DATE 11/23/82	BY DATE Controller

REMARKS Oregon

\$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	North Columbia Blvd-at North Portland Road Ramp Section City Street in Multnomah County					
	Preliminary Engineering Type Code P.E.					
	City of Portland	All Required			$ 9,683.26	
	State	All Required			4,743.35	
	Total Participating Preliminary Engineering				$14,426.61	
	Misc. Project Cost					
	Audit Expense	All Required			203.55	
	Total Participating Project Cost				$14,630.16	
	Nonparticipating Project Cost					
	P.E. (State)	All Required			125.74	
	Total Project Cost				$14,755.90	
	Prepared based on Participating Costs as shown on Federal Billing as of 11/18/82.					
	AMOUNT CARRIED FORWARD					

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                      DECEMBER 1982         PAGE  942
                                                                                  FISCAL            GRAND TOTAL
       DESCRIPTION                PREFIX  FUNCTION SUB F. GR  CURRENT MONTH     YEAR TO DATE          TO DATE
                             726   1912      298     00 N 9                                              99.33
                             726   1912      901     00 P 1                                               1.25
                             726   1912      905     00 P 1                                              91.23
                             726   1912      920     00 P 1                                              17.89
                                             TOT        P1                                              110.37
                                         ** JOB TOTALS **            **               **                110.37  **

                                                                                                                 STATE
 ARTERIAL ST OVERLAY PROG     CONT NO       * FA PROJ NOS M    0000018 100
                             726   1913      294     00 N 1                                             366.66CR
                             726   1913      295     00 N 9                                             543.51
                             726   1913      296     00 N 9                                           8,652.91CR
                             726   1913      298     00 N 9                                           8,109.40
                             726   1913      901     00 P 1                                           1,227.87
                             726   1913      903     00 P 1                                           6,188.35
                             726   1913      905     00 P 1                                             368.88
                             726   1913      910     00 P 1                                              13.20
                             726   1913      913     00 P 1                                              34.22
                             726   1913      920     00 P 1                                             186.03
                             726   1913      921     00 P 1                                           1,157.64
                             726   1913      922     00 P 1                                              20.23
                                             TOT        P1                                            9,196.42
                                             TOT        N1                                              366.66CR
                                         ** JOB TOTALS **            **               **              8,829.76  **

                                                                                                                 STATE
 UPRR XING@PENINSULAR AVE     CONT NO        FA PROJ NOS RRP  000S032 100
                             726   1914      296     00 N 9                           .61               156.02CR
                             726   1914      298     00 N 9                           .61CR             156.02
                             726   1914      905     00 P 1                                             157.83
                             726   1914      920     00 P 1                                              15.53
                                             TOT        P1                                              173.36
                                         ** JOB TOTALS **            **               **                173.36  **

                                                                                                                 STATE
 N COLUMBIA@N PORT RD RAMP    CONT NO       * FA PROJ NOS XI   9956008 100
                             726   1915      296     00 N 9                         55.76CR           4,204.87CR
                             726   1915      298     00 N 9                         55.76             4,204.87
                             726   1915      901     00 P 1 Proj. Mar.                                1,039.79
                             726   1915      903     00 P 1 "                                            20.80
                             726   1915      905     00 P 1 Fin. Des.                                   664.98
                             726   1915      910     00 P 1 Soils & Geol.                                81.85
                             726   1915      911     00 P 1 Signing                                     431.58
                             726   1915      915     00 P 1 Audit                      203.55             203.55
                             726   1915      920     00 P 1 Prog. Sec.                                   95.50
                             726   1915      921     00 P 1 Specs                      137.95CR         1,485.46
                     [illegible]   1915      923     00 P 1 Env. Sec                                    923.39
                     [illegible]   1915      960     00 N 1 Personal Leave                              125.74
                                             TOT        P1                            65.60           4,946.90
                                             TOT        N1                                              125.74
                                         ** JOB TOTALS **            **             65.60   **        5,072.64  **
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326-1959 1	XI -9891-001	70,000.00	11,091.88	10,949.56	85.77	9,391.44	9,391.44		
>426-1930 1	XI -9891-001	44,900.00	39,695.07	39,695.07	100.00	39,695.07	39,695.07		
	PROJ TOTALS	114,900.00	50,786.95	50,644.63		49,086.51	49,086.51		
>326-1978 2	XI -9926-001				85.00				
>326-1966 1	XI -9926-002	136,232.00	156,640.59	156,162.37	85.77	133,940.46	133,820.30		120.16
>426-1926 1	XI -9926-002	128,000.00	127,847.29	127,847.29	100.00	127,847.29	124,761.19		3,086.10
	PROJ TOTALS	264,232.00	284,487.88	284,009.66		261,787.75	258,581.49		3,206.26
326-1023 1	XI -9926-004	175,100.00	205,469.19	205,469.19	85.00	174,648.81	174,648.81		
326-2574 1	XI -9926-005		447.60		85.00				
>326-2571 1	XI -9926-006	164,900.00	193,457.26	193,457.26	85.00	164,438.67	164,418.69		19.98
326-1034 1	XI -9956-007	232,437.00	253,620.74	249,811.76	85.00	212,340.00	212,340.00		
-1035 1	XI -9956-007	7,400.00	8,725.54	8,725.54	85.00	7,416.71	7,400.00	16.71 B	
	PROJ TOTALS	239,837.00	262,346.28	258,537.30		219,756.71	219,740.00	16.71	
>426-1935 1*	XI -9956-008	8,230.77	8,230.77	8,230.77	100.00	8,230.77	8,230.77		

802

823

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

01/20/83

PREFIX GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
726-1915 1*	XI -9956-008	4,204.87	5,072.04	4,946.90	85.00	4,204.87	4,204.87		
	PROJ TOTALS	12,435.64	13,303.41	13,177.67		12,435.64	12,435.64		
326-2569 1	XI -9956-009	172,805.00	202,341.76	202,341.76	85.00	171,990.50	163,404.88		8,585.62
>126-1903 1	XI -9966-003	53,040.00	49,902.40	49,831.39	85.00	42,356.68	53,040.00		10,683.32CR

RECAPITULATION --APPROPRIATION 823

FINAL BY FHWA		4929,410.90	5749,454.61	5720,547.20		4929,410.90	4929,410.90		
ACTIVE PROJECTS		63733,768.62	70218,998.26	68584,811.81		58772,265.33	57809,092.50	183.49 A 577,874.94 B	385,114.40
TOTAL		68663,179.52	75968,452.87	74305,359.01		63701,676.23	62738,503.40	183.49 A 577,874.94 B	385,114.40

ADJUSTMENT LEGEND
A-AGREEMENT NOT EXECUTED
B-OVERRUN OF AGREEMENT AMOUNT

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              DECEMBER 1982       PAGE  840
                                                                           FISCAL          GRAND TOTAL
      DESCRIPTION                    PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE       TO DATE
                                             TOT      P1                                          78,149.31
                                             TOT      N9                                          78,149.31CR
                                          ** JOB TOTALS **               **            **                 **

                                                                                                             STATE
  SW 65TH-SW CAPITOL HWY       CONT NO          FA PROJ NOS XI  9228002 100
                                   426    1932      598      00 N 9                  209.27CR     15,880.92CR
                                   426    1932      903      00 P 1                  209.27       15,880.92
                                                    TOT      P1                      209.27       15,880.92
                                                    TOT      N9                      209.27CR     15,880.92CR
                                                 ** JOB TOTALS **        **            **                 **

                                                                                                             STATE
  SE 7TH - SE 82ND             CONT NO          FA PROJ NOS XI  9800001 100
                                   426    1933      598      00 N 9                                17,434.20CR
                                   426    1933      903      00 P 1                                17,434.20
                                                    TOT      P1                                    17,434.20
                                                    TOT      N9                                    17,434.20CR
                                                 ** JOB TOTALS **        **            **                 **

                                                                                                             STATE
  SE POWELL PARKING LOTS A&B   CONT NO        * FA PROJ NOS XI  0024004 100
                                   426    1934      598      00 N 9                                 8,298.23CR
                                   426    1934      903      00 P 1                                 8,298.23
                                                    TOT      P1                                     8,298.23
                                                    TOT      N9                                     8,298.23CR
                                                 ** JOB TOTALS **        **            **                 **

                                                                                                             STATE
  N COLUMBIA BLVD-N PRTLD RD RA CONT NO       * FA PROJ NOS XI  9956008 100
                                   426    1935      598      00 N 9                                 8,230.77CR
                                   426    1935      903      00 P 1                                 8,230.77
                                                    TOT      P1                                     8,230.77
                                                    TOT      N9                                     8,230.77CR
                                                 ** JOB TOTALS **        **            **                 **

                                                                                                             STATE
  NW 26TH AVE-NW GLISAN ST     CONT NO          FA PROJ NOS X10 9300004 100 XI  9300004
                                   426    1936      598      00 N 9                               130,941.57CR
                                   426    1936      903      00 P 1                                95,500.00
                                   426    1936      903      00 P 2                                35,441.57
                                                    TOT      P1                                    95,500.00
                                                    TOT      P2                                    35,441.57
                                                    TOT      N9                                   130,941.57CR
                                                 ** JOB TOTALS **        **            **                 **

                                                                                                             STATE
  NW PORTLD TRANSPORTATION STUD CONT NO         FA PROJ NOS XI  0000024 100
                                   426    1937      598      00 N 9                                16,343.35CR
```

9328

P

November 12, 1982

Fidelity & Deposit Company of Maryland
500 N.E. Multnomah, Suite 1201
Portland, OR 97232

CON 5
#9328

Gentlemen or Ladies:

On November 9, 1982, we wrote to you concerning release of final payment on Contract No. 9328 awarded to Bugge Investment, Inc. dba Columbia-West Materials & Constructors Co. & William A. Bugge, Jr., JV for work on the N. Columbia Way/N. Columbia Boulevard/N. Portland Road Interchange Ramp Project in Multnomah County.

Final payment on this contract is $1,000 and the total contract amount is $113,745.27. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Bugge Investment, Inc. dba
Columbia-West Materials & Constructors Co.
& William A. Bugge, Jr. JV
P. O. Box 10425
Portland, OR 97210

Fidelity & Deposit Company of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9328

L.

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. Columbia Way/N. Columbia Blvd./N. Portland Road Interchange Ramp

WEEK ENDING: 5-15-82

SECTION PREFIX: 326-1040

HIGHWAY: N/A

COUNTY: Multnomah

NAME OF JOB:

KIND OF WORK: Grading, paving, signing and signals

CONTRACTOR: Bugge Investment, Inc., dba Columbia West Materials & Constructors

CONTRACT NUMBER: 9328

FEDERAL AID PROJECT NUMBER: IX-9956(11)

DATE OF CONTRACT: July 16, 1981

DATE WORK STARTED: 8-7-81

ESTIMATED COMPLETION DATE: Roadwork - Sept. 25, 1981
Signals - Jan. 23, 1982

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: N/A

WORK DAYS USED: N/A

SPECIFIED CALENDAR DAYS: 60/180

CALENDAR DAYS USED: 74/203

SPECIFIED COMPLETION DATE: N/A

PERCENT OF TIME ELAPSED: 123%/113%

PROJECT AUTHORIZATION: $ 140,826.94

EXCLUSIVE OF ENGINEERING: $ 129,660.05

ENGINEERING AUTHORIZATION: $ 11,166.89

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 116,120.00

ENGINEERING COST TO DATE: $ 23,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99%

ESTIMATED PERCENT OVERRUN UNDERRUN: 10 %

PERCENT OF AUTHORIZATION: 206 %

DATE PROJECT WAS COMPLETED: 2-15-82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signals	
N/A	100%	100%	100%	100%	N/A	100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY	N/A			
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
MAY [illegible] 1982
CONSTRUCTION SECTION
CAE FOE QCS SCS SEO TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	" "
TUESDAY	" "
WEDNESDAY	" "
THURSDAY	" "
FRIDAY	" "
SATURDAY	" "

REMARKS

3rd Notification issued on 5-10-82.

SIGNED Brett I. Kesterson LOCATION City of Portland

Brett I. Kesterson
Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9328

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

April 21, 1982

CON 5 #9328

Columbia West Materials &
Constructors Co.
P.O. Box 10425
Portland, OR 97210

RE: Time Extension Request
N. Columbia Way/N. Columbia Blvd./N. Portland
Rd. Interchange Ramp
Contract No. 9328
FAP # IX-9956(11)

Gentlemen:

Your request for additional contract time on the above project to install 'Signal Ahead" signs has been carefully reviewed. The scheduling and completion of available contract work is the contractor's responsibility and his election to delay completion of available work is not a "bonafide" reason for granting additional contract time. Accordingly, your request is denied.

Sincerely,

Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

CTK:cb

bc: W. E. Schwartz ✓ (att. 1 ltr.)
Al Harwood "
Mike Smith "
B. Kesterson "

RECEIVED
STATE HWY ENGR
APR 22 '82
REFER TO
FOR
Info | Inves | R/D | D... | Sign | Act | File

NOTED
W. E. SCHWARTZ

Form 734-3123

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
621 S.W. Alder
Portland, Oregon 97205

March 25, 1982

TE RECEIVED
UL
SO REGION I
TO

ODOT-Region I
Attn: Mike Smith
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: N. Columbia Way/N. Columbia Blvd./N. Portland Road
Interchange Ramp
Multnomah County
Contract No. 9328
Prefix No. 326-1040
FAP No. IX-9956(11)

RECEIVED
MAR 30 1982
CONSTRUCTION BRANCH

Dear Mr. Smith:

The following information is enclosed for transmission to the Region Engineer:

a) Contractor's request for increase in number of workdays to complete construction contract. This was submitted by Columbia West Materials and Constructors.

b) Resident Engineer's report and recommendation on above item a.

c) Memo from Coral Sales Company to Better Half, Inc..

d) Invoice dated 10-2-81 from Traffic Safety Supply Company to Better Half Inc..

If additional information is needed, please contact me at 248-4393.

Sincerely,

Brett I. Kesterson

Brett I. Kesterson, P.E.
Project Manager
Bureau of Street & Structural Engineering

BIK:mm

Enclosures

CC. Bryant Jackmal - with originals.
Recommend 1 day extension for reasons outlined in contractors narrative and Kestersons letters.
3-26-82

4-21-82

< TK -
Recommend denial. Contractor's reason is that he could have done the work one day earlier but he did not. This was his choice and is not a valid reason for added time.

MARION -
I HAVE REVIEWED THE ATTACHED REQUEST AND CONCUR WITH THE PROJECT MANAGERS RECOMMENDATION OF GRANTING A ONE DAY EXTENSION AS REQUESTED BY THE CONTRACTOR

9328

4-15-82

No Comments - City of Portland Project & we reviewed & found adequate.
Dud

REFERRED TO
Stoudenmeyer
Beard
Nam
Cole
Watson
Erikson
Leu
Dorn
Due
Return Discuss Do File
BY FINAL DESIGN ENGINEER

Comments?

RESIDENT ENGINEER'S NARRATIVE REPORT
N. COLUMBIA WAY/N. COLUMBIA BLVD./N. PORTLAND RD. INTERCHANGE RAMP
MULTNOMAH COUNTY

CONTRACT NO. 9328 PREFIX NO. 326-1040
FAP NO. IX-9956(11)

GENERAL PROGRESS

The contract was awarded July 16, 1981. The time charges began on July 28, 1982 with Unit A-Roadwork time ending September 25, 1981 and Unit B-Signals time ending January 23, 1982. The contractor began work on August 7, 1981. The work progressed in an orderly manner with few problems.

TRAFFIC CONTROL

This is a major traffic/transit street. The signing plan was adequate for the job. However, when the ramp was closed for construction, there was a problem with motorists trying to go the wrong way down the remaining ramp. Even though it was adequately signed to inform the traveling public how to detour around the construction site and there were signs warning to "DO NOT ENTER", etc., it was necessary to install additional signing and barricades to prevent incorrect travel on the ramp.

CONSTRUCTION PROBLEMS

Signing

The subcontractor for the signing failed to follow the directions in the special specifications. As a result two sign posts were delivered to the job which would not work in the existing situation. After talking with the subcontractor, it became apparent that the subcontractor had not thoroughly studied the plans to determine what was necessary to construct the signs.

TIME OVERRUNS

Roadwork

Because incorrect sign posts were delivered to the job site, Unit A time was overrun 14 days with a one day time extension granted to the contractor.

Signals

Because the traffic poles were not delivered to the job until February 1982, the contractor overran Unit B time by 23 days with no time extension granted.

Brett I. Kesterson

Brett I. Kesterson, P.E.
Resident Engineer
Bureau of Street & Structural Engineering
City of Portland

BIK:mh

RECEIVED
APR 15 1982
ROAD DESIGN SECTION
Adam
Sullivan
Do Not File
Return To
Bring Up
Action

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: N. Columbia Way/N. Columbia Blvd./
N. Portland Rd.

Contract No.: 9328
Prefix No. 326-1040
FA No. IX-9956(11)

COUNTY: Multnomah

Item No.	Item	Unit	Original	Semi-Final	+ %
	Summary				
	Bid items	$	121,701.60	118,103.65	-3%
	Anticipated items	$	2,375.00	2,375.00	0%
	Contingencies	$	5,583.45	120.87	-98%
	Engineering	$	11,166.89	23,000.00	+106%
	Liquidated damages	$	----	-4,480.00	----
	TOTAL		140,826.94	139,119.52	-1%

All substantial changes were evaluated and only the item listed below meaningfully affected the total project cost.

B.I. 10	Bitiminous Base	Ton	470	357	-24%

Original bid quantity in error. Core samples taken on 3-5-82 indicate that all samples were over the specified 11½" thickness (approximately ½" over). Bid Item No. 12, Class "B" asphalt concrete, overran its original bid quantity by 11%. This would explain the ½" extra thickness.

9328 State 2

TO BE COMPLETED PY FHWA MONTHLY TRANSACTION NUMBER 1-27 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 12/16/81	State Oregon County Multnomah Project Number IX-9956(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 20, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 223,530.00	$ 195,196.00
Federal funds	$ 190,000.00	$ 165,916.00
Other revisions		

This modification is made for the following reasons: to release funds for use on project IX-9326(8).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16 th day of December, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D H Moehring

Asst. State Hwy. Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

[illegible]

Oregon State Highway Division
Salem, Oregon December 11, 1981

Federal Aid Project
No. IX-9956(11)

N. Columbia Way/N. Columbia Blvd./
N. Portland Rd. Interchange Ramp
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. "CP" 0+32 to Sta. "CP" 8+72)

Mobilization		All Required	$ 6,500.00
Temporary Protection and Direction of Traffic		All Required	1,000.00
Temporary Signs	190 Sq. Ft.	7.50	1,425.00
Temporary Barricades	15 Each	35.00	525.00
Flagmen	80 Hour	21.00	1,680.00
Removal of Structures and Obstructions		All Required	1,000.00
General Excavation		All Required	8,000.00
Obliteration of Old Roadway	420 Sq. Yd.	2.38	999.60
Furnishing and Placing Topsoil	165 Cu. Yd.	10.00	1,650.00
Bituminous Base	470 Ton	25.00	11,750.00
1 1/2"-0 Aggregate Base	500 Ton	9.50	4,750.00
Class "B" Asphalt Concrete	220 Ton	27.00	5,940.00
10-inch Sewer Pipe	120 Lin. Ft.	13.00	1,560.00
Concrete Inlets	1 Each	325.00	325.00
Concrete Curbs	900 Lin. Ft.	4.50	4,050.00
Roadside Seeding and Mulching		All Required	500.00
Removal of Existing Sign Installations		All Required	525.00
Wood Sign Posts		All Required	700.00
Sign Support Footings		All Required	2,100.00
Single Post Slip Base Sign Supports		All Required	3,675.00
Type "A" Signs in Place	308 Sq. Ft.	21.00	6,468.00
Type "I" Signs in Place	64 Sq. Ft.	11.00	704.00
		SUBTOTAL	$65,826.60
		Engineering	8,886.40
		TOTAL	$74,713.00

Type Code Y031
Traffic Signals

Traffic Signal Installation, Complete	All Required	$55,875.00
SUBTOTAL		$55,875.00
Engineering ---		5,168.00
Engineering (Signal Cont. Test) ---------------------		2,375.00
TOTAL		$63,418.00

Length of Project ----------- 0.00 mi.

SUMMARY OF FUNDS (85%) APPN CODE 772

Description	Total Cost	Federal Funds	Other Funds
Channelization	$ 74,713.00	$ 63,506.00	$ 11,207.00
Traffic Signals	63,418.00	53,905.00	9,513.00
SUBTOTAL	$138,131.00	$117,411.00	$ 20,720.00
Reserve	57,065.00	48,505.00	8,560.00
TOTAL	$195,196.00	$165,916.00	$ 29,280.00

Group 1	100%
Contract No.	9328
Prefix:	726-1915 326-1040

9328

TO BE COMPLETED BY FHWA 8-155	U.S. DEPARTMENT OF TRANSPORTATIC FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 8-20-81	STATE Oregon COUNTY Multnomah PROJECT NO. IX-9956(11)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N. Columbia Way/N. Columbia Blvd./N. Portland Rd. Interchange Ramp

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-17-81	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT $ 223,530.00	FEDERAL FUNDS $ 190,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Highway Engineer
(Title)
XXX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator 8-20-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G- File

Oregon State Highway Division
Salem, Oregon August 20, 1981

Federal Aid Project
No. IX-9956(11)

N. Columbia Way/N. Columbia Blvd./
N. Portland Rd. Interchange Ramp
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. "CP" 0+32 to Sta. "CP" 8+72)

Mobilization		All Required	$ 6,500.00
Temporary Protection and Direction of Traffic		All Required	1,000.00
Temporary Signs	190 Sq. Ft.	7.50	1,425.00
Temporary Barricades	15 Each	35.00	525.00
Flagmen	80 Hour	21.00	1,680.00
Removal of Structures and Obstructions		All Required	1,000.00
General Excavation		All Required	8,000.00
Obliteration of Old Roadway	420 Sq. Yd.	2.38	999.60
Furnishing and Placing Topsoil	165 Cu. Yd.	10.00	1,650.00
Bituminous Base	470 Ton	25.00	11,750.00
1 1/2"-0 Aggregate Base	500 Ton	9.50	4,750.00
Class "B" Asphalt Concrete	220 Ton	27.00	5,940.00
10-inch Sewer Pipe	120 Lin. Ft.	13.00	1,560.00
Concrete Inlets	1 Each	325.00	325.00
Concrete Curbs	900 Lin. Ft.	4.50	4,050.00
Roadside Seeding and Mulching		All Required	500.00
Removal of Existing Sign Installations		All Required	525.00
Wood Sign Posts		All Required	700.00
Sign Support Footings		All Required	2,100.00
Single Post Slip Base Sign Supports		All Required	3,675.00
Type "A" Signs in Place	308 Sq. Ft.	21.00	6,468.00
Type "I" Signs in Place	64 Sq. Ft.	11.00	704.00
		SUBTOTAL	$ 65,826.60
		Engineering	8,886.40
		TOTAL	$ 74,713.00

Type Code Y031
Traffic Signals

Traffic Signal Installation, Complete	All Required	$ 55,875.00
SUBTOTAL		$ 55,875.00
Engineering		5,168.00
Engineering (Signal Cont. Test)		2,375.00
TOTAL		$ 63,418.00

Length of Project ---------------- 0.00 mi.

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	Other Funds
Channelization	$ 74,713.00	$ 63,506.00	$ 11,207.00
Traffic Signals	63,418.00	53,905.00	9,513.00
SUBTOTAL	$138,131.00	$117,411.00	$ 20,720.00
Reserve	85,399.00	72,589.00	12,810.00
TOTAL	$223,530.00	$190,000.00	$ 33,530.00

Group 1 100%
Contract No. 9328
Prefix: 726-1915
Prefix: 326-1040

#7328 12-15-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9956(11)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 00086

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12-15-81

8. FEDERAL ROUTE NUMBER FAU 9956

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
NORTH COLUMBIA BLVD. AT NORTH PORTLAND ROAD RAMP SECTION

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change See below

13. REMARKS

As requested in Mr. Swan's December 11, 1981 letter, I approve the revised Construction Costs to a TEC of $195,196.00; Federal Funds $165,916.00.

Decrease TEC $28,334; FF $24,084.

RECEIVED
STATE HWY ENGR
DEC 17 '81
REFER TO Moehring
FOR
Info Inves R/D D/R Sign Act File

12/17

14. DATE 12-15-81

15. SIGNATURE OF APPROVING OFFICIAL E J Valach

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9328

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

December 11, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 00086
Project No. IX-9956(11)
N. Columbia Blvd. @ N. Portland Ramp Section
Multnomah County

I request approval of a program change on the subject project to reduce the estimated total cost and federal funds, which release will be used to fund an increase in Project No. IX-9326(8) based on bids received.

	TEC	FF	%	Appn Code
Previous	$223,530.00	$190,000.00	85	772
Present Estimate	195,196.00	165,916.00		
Difference	$ 28,334.00	$ 24,084.00		

Enclosed are copies of a revised project agreement estimate and modification of Project Agreement, which reflects the reduction in the reserve amounts.

CL:bkc
Enc.

cc: R. Bothman
J. Rose
E. Mershon
G. Zehner
General Files

Form 734-3122

9328

L

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

November 27, 1981

CON 5 #9328

Columbia West Materials &
Constructors Company
7881 N.W. St. Helens Road
P.O. Box 10425
Portland, OR 97210

NOTED
H.S. COULTER

Re: Time Extension Request
N. Columbia Way/N. Columbia Blvd./
N. Portland Rd. Interchange Ramp
FAP No. IX-9956(11)
Contract No. 9328

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed.

Shop drawing review and fabrication inspection were performed in a reasonable and timely manner by the State and no additional contract time is granted for these claimed delays. The installation of signs 4 and 5 were delayed one day by the sign post modification and a contract time extension of one calendar day for Phase "A" of the contract is therefore granted.

Sincerely,

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
Mike Smith "
B. Kesterson "
FHWA "
Robert Church

RECEIVED
STATE HWY ENGR
NOV 27 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

TO: MARION CRAFT
Region Construction Engineer

DATE: November 10, 1981

FROM: M. B. SMITH
Region Liaison Engineer

SUBJECT: Request for Time Extension
N. Columbia Way/N. Columbia Blvd./N. Portland Rd.
Contract 9328

RECEIVED
NOV 17 1981
CONSTRUCTION BRANCH
ASHE
CAE
FOE
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CP

I have reviewed the attached Request for Time Extension and concur with the Resident Engineer's recommendation of a one-calendar-day extension.

MBS/cp

11-25-81

CTK -

I agree with Resident & Region and recommend a one calendar day time extension on phase "A".

CC: Bryant Jackmond - with originals

Recommend 1 day extension.

Marion Craft
11-12-81

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
621 S.W. Alder
Portland, Oregon 97205

OE RE RME RCE BE
TE RECEIVED RSM
UE NOV - 9 1981 RSC
SO REGION I RBI
TO

November 6, 1981

ODOT
Attn: Mike Smith
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

RE: N. Columbia Way/N. Columbia Blvd./N. Portland Rd.
Interchange Ramp
Multnomah County
Contract No. 9328
Prefix No. 326-1040
FAP No. IX-9956(11)

Dear Mr. Smith:

The following information is enclosed for transmission to the Region Engineer:

a) Contractor's Request for Increase in Number of Workdays to Complete Construction Contract. This was submitted by Columbia West Materials and Constructors.

b) Resident Engineer's Report and Recommendation on above Item a).

c) Letter dated 10-21-81 from Columbia West to the City of Portland.

d) Letter dated 10-29-81 from O.S.H.D. to the City of Portland.

e) Letter dated 6-30-81 from ODOT to Plan Holders of captioned project.

If additional information is needed, please contact me at 248-4393.

Sincerely,

Brett I. Kesterson

Brett I. Kesterson, P.E.
Resident Engineer
Bureau of Street & Structural Engineering

BIK:mh

Encl.

RESIDENT ENGINEER'S REPORT AND RECOMMENDATION

N. COLUMBIA WAY/N. COLUMBIA BLVD./N. PORTLAND RD.
INTERCHANGE RAMP   MULTNOMAH COUNTY
CONTRACT NO. 9328   PREFIX NO. 326-1040
F.A.P. No. IX-9956(11)

On November 5, 1981 Columbia West Materials and Constructors delivered Form 81-734-3320 (Contractor's Request for Increase in Number of Work Days to Complete Construction Contract) to my office. Below are the contractor's reasons for asking for an increase in calendar days:

1) Four day delay because of inspection delay on sign supports , from September 21 to September 25, 1981.

2) Ten day delay because of sign support modification.

After careful research, I have determined some facts about these two items.

1) There was no inspection delay. See the letter dated 10-29-81 from D.E. Wackerbarth.

2) The ten day delay because of sign support modification was because the contractor failed to follow the specifications.

   In the original contract a revision letter, dated 6-30-81, was sent to all plan holders. This letter stated the sign post lengths. If you then look at Drawing No. 31104 you see that there are two types of sign posts that can be made. The first type of support has the end of the sign post stopping half way up the back of the sign and the second type has the sign post going the full height of the sign.

   If you take a 6-foot high sign as an example, the first type of post would be 7 feet for sign clearance plus 3 feet (one-half of sign height) for a total sign post length of 10 feet. For the second type of post you would have 7 feet for a sign clearance plus 6 feet (sign height) for a total length of 13 feet.

   When you look at the revision letter and the sign heights called for on the plans, you see that the first type of sign post (half way up sign) is called for on all of the sign posts. However, the contractor choose to use the second type of sign post on signs #4 and #5 while still using the heights called for on the plans which are to be used on the first type of sign. As a result the sign posts for signs #4 & #5 had to be modified.

   When the error was discovered I talked with the contractor and his sign subcontractor. Since the error was not caught when the State reviewed the shop drawings, I told the contractor that I would recommend an increase in calendar days to compensate for the days needed to install signs #4 and #5 which went beyond the installation of the rest of the signs on the project. In exchange for this I told the contractor he would have to absorb the extra costs for sign post modifications. This would be a compromise since the contractor failed to follow specifications and submitted defective shop drawings while the State failed to notice the errors in the drawings. The contractor completed the sign work, except for signs #4 & #5 on October 8, 1981. Signs #4 & #5 were completed on October 9, 1981.

For the above reasons, I recommend a one calendar day increase for Contract No. 9328 and denying the $500 claim for post modifications.

Brett I. Kesterson
Brett I. Kesterson, P.E.
Resident Engineer
Bureau of Street & Structural Engineering

11-6-81
Date

BIK:mh

9328

July 13, 1981

ACC

Mr. Dick Schmidt
State Highway Coordinator
City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder Street, Room 725
Portland, Oregon 97205

Dear Mr. Schmidt:

On July 9, 1981, we received a satisfactory bid from Bugge Investments, Inc., doing business as Columbia-West Materials & Constructors, Inc., P.O. Box 10425, Portland, Oregon 97210, for the N. Columbia Way/N. Columbia Blvd./N. Portland Road Interchange Ramp Section in Portland. We anticipate the financial sharing of construction costs to be:

Contractor's Bid	$121,701.60
Anticipated Additional Items	2,375.00
Subtotal	$124,076.60
Plus 4 1/2% Contingencies	5,583.45
TOTAL	$129,660.05

City Share: 15% of $129,660.05 =	$19,449.00
City Advance Deposit (Rec'd 7-2-81)	26,060.00
OVERPAYMENT TO BE REFUNDED	$ 6,611.00

As requested by Dave Hill of your office, we have instructed our Accounting Section to return the overpayment.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

KEH:pf

cc: Jon Rose, Metro

bcc: Vern Skoog - Please refund advance deposit overpayment of $6,611.00 to City of Portland (AD 914)

Awarded
7-16-81

9328

Section N. Columbia Way/N. Colum. Blvd/N. [illegible] Ramp Programm Estimate $ 186000 En.

Highway Project Length 0.16 mi

County Multnomah Completion Time 180 cal days

Kind of Work Grading, Paving, Signing & Signals Est. Comp. Date 2-5-82

Prefix 726-1915 ✓ Letting Date 7-9-81 Project No. IX-9956 (11)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 163,898

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ________		$ 2375
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	2,375	
~~"OPTICOM" Testing (Engineering)~~		
Bikeway Signs		
Adjust Utilities:		
________		
________		
________		
________		
________		

	Subtotal	$ 166,273 29
Contingencies (4-1/2%)		7482 5%
Engineering (~~8~~, 9, ~~10~~%)		14,964
	Subtotal	$
Credit for ________		
Estimated Net Authorization, Construction		$ 188,719

APPROVED

cc: Earl Mershon

Rec'd
6-8-81
E
OK

____
Road Design Engineer

OREGON STATE HIGHWAY DIVISION
~~SUMMARY - BID SCHEDULE~~ - COST ESTIMATE

Sheet 1 of 2
Date 6-1-81

Section N. Columbia Way/N. Columbia Blvd/N. Portland Rd. Intchge Ramp
County Multnomah
Kind Of Work Grading, Paving, Signing & Signals
Length 0.16 mi
Name Galloway

6-1-81 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	(6%)	9,200
2	Temporary Protection And Direction Of Traffic		Lump Sum	All	—	1,700 -
3	Temporary Signs		Sq. Ft.	190	6 -	1,140
	Temporary Barricades		Each	15	115 -	1725
5	Flagmen		Hour	80	23^{50}	1880
	ROADWORK					
	Removal Of Structure And Obstructions		Lump Sum	All	—	1500 -
	General Excavation		Lump Sum	All	—	7400 -
	Obliteration Of Old Roadway		Sq. Yd.	420	1^{50}	630
	Furnishing And Placing Topsoil		Cu. Yd.	165	15 -	2475
	Bituminous Base		Ton	470	35 -	16,450
	1½-0 Aggregate Base		Ton	500	20 -	10,000
	Class "B" Asphalt Concrete		Ton	220	35 -	7,700
	10-inch Sewer Pipe		Lin Ft.	120	27 -	3,240
	Concrete Inlets		Each	1	500 -	500
	Concrete Curbs		Lin Ft.	900	5^{50}	4,950
	Roadside Seeding And Mulching		Lump Sum	All		500

EGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date

Section N. Columbia Way/N. Columbia Blvd./N. Portland Rd. Interchange Ramp.

County Multnomah

Kind Of Work Grading, Paving, Signing & Signals

Length 0.16 mi

Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
	SIGNING					
7	Removal of Existing Sign Installations		Lump Sum	All	—	1200 —
8	Wood Sign Posts		Lump Sum	All	—	600 —
9	Sign Support Footings			All	13 [illegible]	1,500
0	Single Post Slip Base Sign Supports			All	12^{20}	4,900
1	Type "A" Signs In Place		Sq. FT.	308	18^{00}	5544
2	Type "I" Signs In Place		Sq. FT.	64	13^{50}	864
	TRAFFIC SIGNALS					
3	Traffic Signal Installation, Complete		Lump Sum	All	—	78,300 —
				Total		163,898

9328

June 18, 1981

ACC

Mr. Dick Schmidt
State Highway Coordinator
City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder Street, Room 725
Portland, Oregon 97205

Dear Mr. Schmidt:

We have advertised the N. Columbia Blvd. at N. Portland Road Ramp project for bid opening on July 9, 1981.

Financial sharing of the construction is:

Estimated Contract Amount	$163,898
Anticipated Additional Items	2,375
SUBTOTAL	$166,273
Plus 4 1/2% Contingencies	7,482
TOTAL	$173,755

City Share: 15% of $173,755 = $26,063
ROUNDED = $26,060

The attached sheet defines the three options for making your advance deposit. Please select an option and submit your deposit as described in the instructions.

Very truly yours,

For D. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment

bcc w/AD # 914: Jon Rose, Metro
Vern Skoog - Please return completed AD # 914 when advance deposit is received.

Rec'd
7-2 81 says
Jon Peterson
G

I-505
KEH
PHd

9328

6 - 17 - 81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9956(11)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00086

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/17/81

8. FEDERAL ROUTE NUMBER FAU 9956

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

North Columbia Blvd. at North Portland Road Ramp Section

11. GENERAL DESCRIPTION OF WORK

Channelization and Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's June 15, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $223,530 Federal Funds $190,000.

A signed copy of the Title Sheet is returned herewith.

(The above does not require additional obligation of funds)

RECEIVED
STATE HWY ENGR
JUN 23 '81
REFER TO
Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 6/17/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

L.

9328

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/9/81
Donald L Brout

July 9, 1981 Bid Letting ____________ All Clear Deadline

SECTION N. Columbia Blvd @ N. Portland Road Ramp
Highway (505) FAU 9956 N. Columbia Blvd
County Multnomah Region Metro
Type of Work Signals & Channeliz. Funds FAI-X
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

Paul

Const Noise IX-9956(11)

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☒	☐	☐	☒

9328

OREGON DEPARTMENT OF TRANSPORTATION
NOISE STUDY REPORT

Project N. Columbia Way/N. Columbia Boulevard/
Highway N. Portland Rd. Interchange Ramps
County Multnomah

Preparer Lee Doss
Date 6-5-81
City Portland

Project Description:

The project revises the channelizations at either end of the existing ramp to accommodate eastbound traffic on both Columbia Boulevard and Columbia Way. The ramp presently serves westbound traffic only.

Existing Land Use Activities:

There is a mix of single dwellings and heavy industry in the project area. A railroad is closeby (See attached map). Sizable amounts of surrounding land are vacant.

TRAFFIC DATA AND PREDICTED NOISE LEVELS

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq 67 dBA (Dist. from Rd. ℄)
	(vehicles per hour)				
(Existing)	220	13	13	23	13'
(No-Build)	515	31	31	23	26'
(Build)	690	42	42	23	30'

Existing Sound Levels: No field measurements were taken.

Traffic Noise Impacts:

There are no noise impacts caused by this project. The easterly end of the ramp is in deep cut. The nearest residence is 130 feet from where work takes place on the westerly end of the project.

Traffic Noise Mitigation:

None proposed.

Construction Noise:

Impacts: Jackhammer work or other means of concrete breaking will be necessary to the project.

Mitigation: (See Attachment).

Local Coordination:

A copy of this report will be sent to the City of Portland Planning Commission.

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Saturdays, Sundays, legal holidays and between the hours of 6:00 p.m. and 7:00 a.m. on other days without the approval of the engineer.

2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

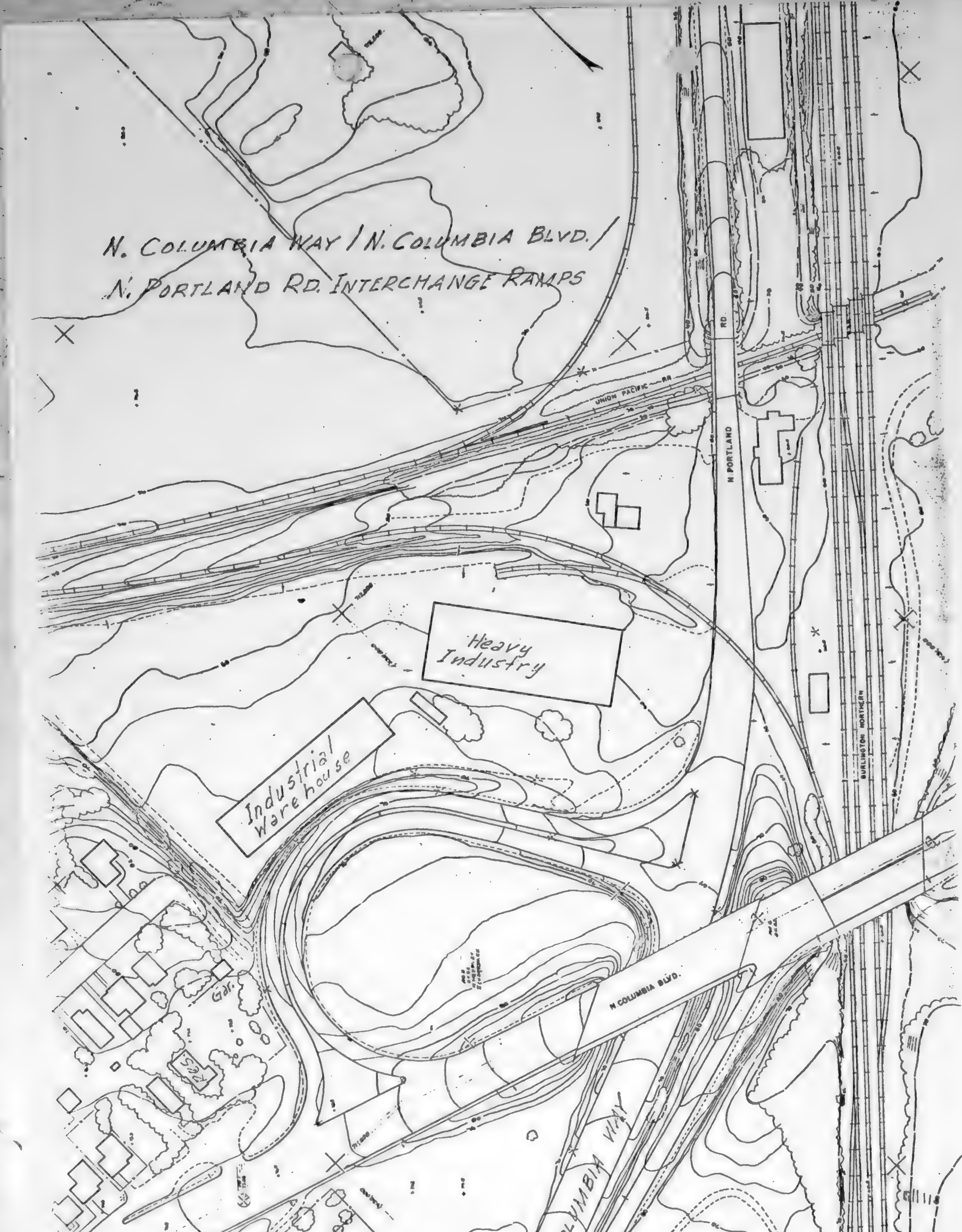
1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shut off idling equipment.

3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.

4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.



N. COLUMBIA WAY / N. COLUMBIA BLVD. / N. PORTLAND RD. INTERCHANGE RAMPS

UNION PACIFIC RR
N. PORTLAND RD.
BURLINGTON NORTHERN
Heavy Industry
Industrial Ware house
Gar.
N. COLUMBIA BLVD.
N. COLUMBIA WAY

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 726

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-9956(8) Prefix 726-1915

Project Name N. Columbia Blvd. at N. Portland Rd. Ramp
N. Columbia Blvd.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 2nd day of June, 1981

City of Portland

Roland O. Schmidt
State Highway Coordinator

Certified By:
Douglas J Luth
Regional Right-of-Way Supervisor
Date 6-5-80

Instructions: Complete A or B and C.

9328 5-26-81 2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9956(11)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00086

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/18/81
8. FEDERAL ROUTE NUMBER FAU 9956
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
North Columbia Blvd. at North Portland Road Ramp Section

11. GENERAL DESCRIPTION OF WORK
Channelization and Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letters of 2/18/81 and 5/20/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $223,530 Federal Funds $190,000.

RECEIVED
STATE HWY ENGR
JUN 2'81
REFER TO Machwig
FOR
Info | Info | [illegible] | Draft | [illegible] | [illegible] | File

[illegible] 6 2 81

14. DATE 5/26/81
15. SIGNATURE OF APPROVING OFFICIAL G K [illegible]
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9327

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 20, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00086
Project No. IX-9956 (11)
N. Columbia Blvd. @ N. Portland Rd. Ramp Sec.
Multnomah County

Attached support data consists of PR-1 forms, project maps and traffic warrants for N. Portland Rd. which are the necessary documents for my request of February 18, 1981.

This request is based on the March 20, 1980 letter to you from Mr. F.B. Klaboe, Director of Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG/lms
Attachments

cc: R.N. Bothman
Judy Smith
Jon Rose
Ed Hardt
Gary Zehner w/att
General Files

6

Form 734-1122

Budget Bureau No. 41-R20

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 5-20-81

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 Street, Jct. of Portland Rd. (Portland)	**ADT**	PRESENT 10,000	FUTURE (66) (70) ---	YEAR (71) (72) --	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Channelization, Traffic Signal	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 IX-	NUMBER 7 9956

CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded	COUNTY NAME Multnomah			
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID 9956	STATE (32) City St. (36)	U.S. (37) ----

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**		"N. Columbia Blvd. @ N. Portland Rd. Ramp Sec."					
5					**CONST** (CODE) TOPICS Y008 Y031			0.0	223,530	(I-505) 190,000	----	33,530

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.0	223,530	190,000	----	33,530
1	14	PROGRAM APPROVAL DATES 4-1-80 10-1-80			(16) (23)	(24) (33)	REMARKS Additional Data: Item No. IX-9956 (8)	

7261915

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

5-20-81

CT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
treet, Jct. of Portland Rd. (Portland)		10,000	---	--	10	Oregon	41	772	00086

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
, Traffic Signal								IX-	9956	(11)		

nterstate Substitutions General Funded

Portland

COUNTY NAME Multnomah CODE 051

ROUTE NO. U FEDERAL-AID 9956 STATE City St. U.S. -----

PROGRAM STAGE ☐ 1 OR ☐ 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
W								
NST DE) PICS 08 31		"N. Columbia Blvd. @ N. Portland Rd. Ramp Sec."	0.0	223,530	(I-505) 190,000	----	33,530	Row-60' min., Access Control-none; Parkin Restrictions-complete.
	JLG	PROJECT TOTALS	0.0	223,530	190,000	----	33,530	

VAL DATES 4-1-80
10-1-80

REMARKS
Additional Data: Item No. 00086; Project No. IX-9956 (8)

USCOMM DUSCOMM-DC 48905-P

N. Columbia Blvd. @ N. Portland Rd. Ramp Sec.
Project No. IX-9956 (11)

REMARKS: continued

Project Data: The work consists of the following:

1) Reconstruct ramp channelization at both the intersections with N. Columbia Blvd. and N. Portland Road.
2) Install traffic control signals at both intersections.
3) Perform incidental work common to this type of project.

Data for PR-37:

Type Code Y008 (Channelization) - - - - -	$ 73,530
Type Code Y031 (Traffic Signals)- - - - -	$ 150,000

Note:
1) This project is in Congressional District No. 3.
2) Included in MSD FY'81 AE/TIP on page 54 as No. 57.

9328 5-11-81

SHEET NO.	DESCRIPTION
1	*Title Sheet*
2 & 2A	*Typical Sections & Details* & Sumary
3	*Plan Sheet*
3	*Temp. Prot. & Direction Of Traffic*
4	*Profile Sheet*
5	*Permanent Signing — Sign Plans*
6-10	*Signals*

INDEX OF SHEETS

STATE OF

DEPARTMENT OF T

STATE HIGHWA

PLANS FOR PROPOS

GRADING, PAVING, SIGNI

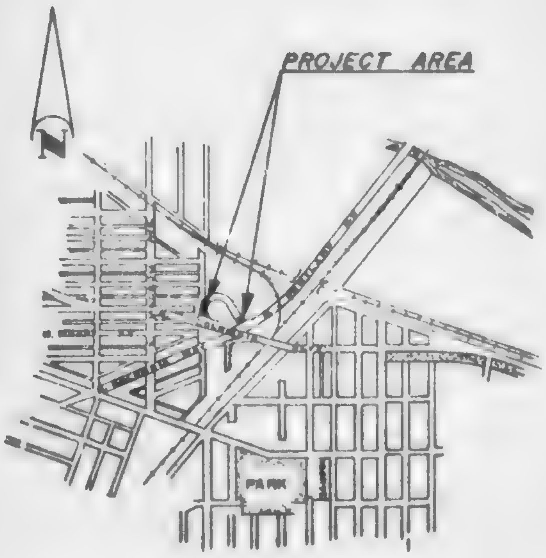
N. COLUMBIA WAY/ N. COLUMBIA BLVD.

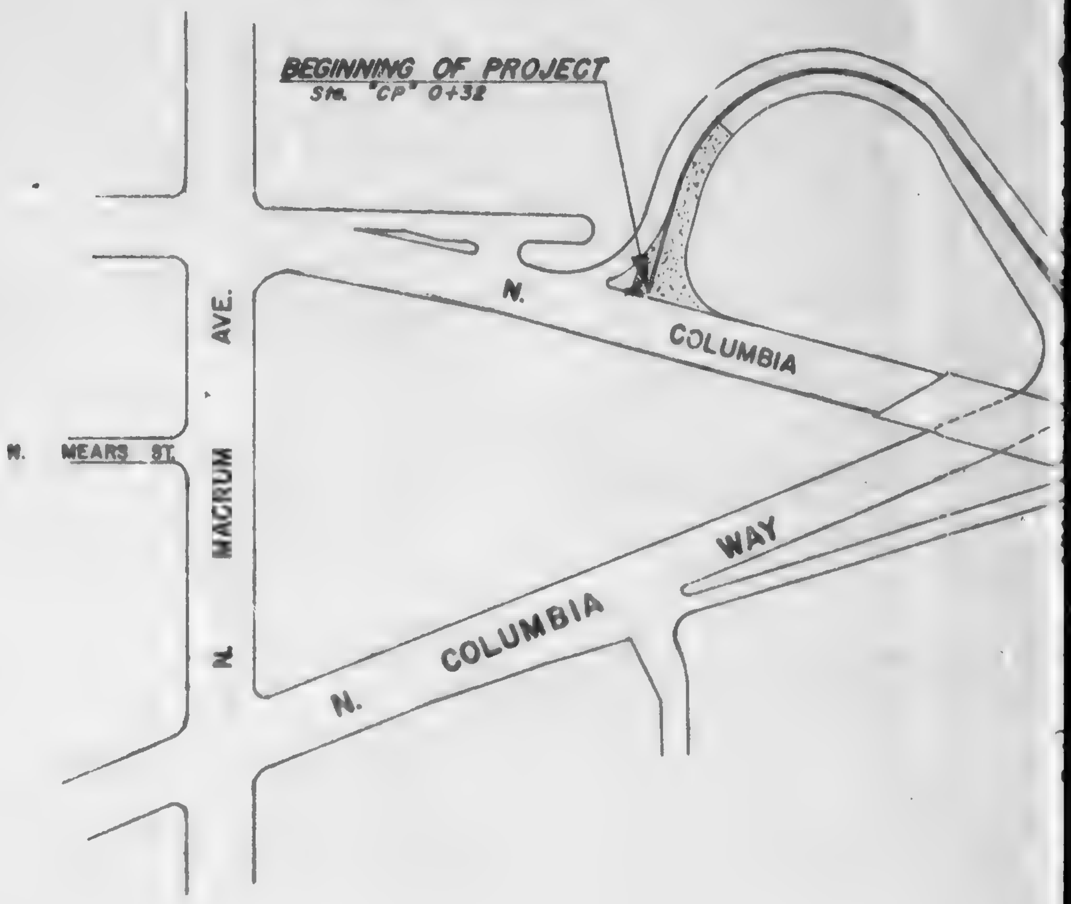
MULTNOMAH C

Drg. No.

2077 - *Curb*

S-1, S-2, S-3, S-4 } TEMP. AND
S-5, S-12, 2126C } PERMANENT SIGNING


PROJECT AREA
N
PARK


BEGINNING OF PROJECT
Sta. "CP" 0+32
N. MEARS ST.
N. MACRUM AVE.
N. COLUMBIA
N. COLUMBIA WAY

FORM NO 734-17C2

TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

FOR PROPOSED PROJECT

G, PAVING, SIGNING & SIGNALS

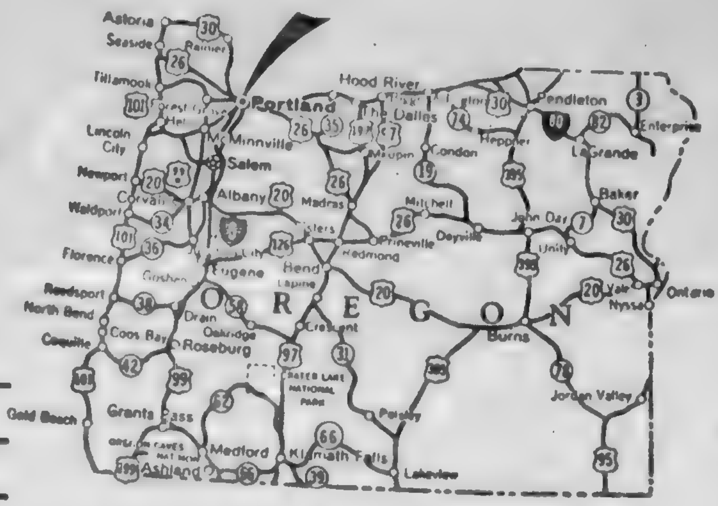
BIA BLVD./ N. PORTLAND RD. INTERCHANGE RAMP

MULTNOMAH COUNTY

PRELIMINARY COPY
MAY 4 1981
SUBJECT TO CHANGE
FINAL DESIGN UNIT

N. COLUMBIA WAY/ N. COL BIA BLVD./ N. PORTLAND RD. INTERCHANGE RAMP MULTNOMAH COUNTY				SHEET No.
				1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	1X-9956(8)		See Index

FA I-X



APPROVED AS NOTED

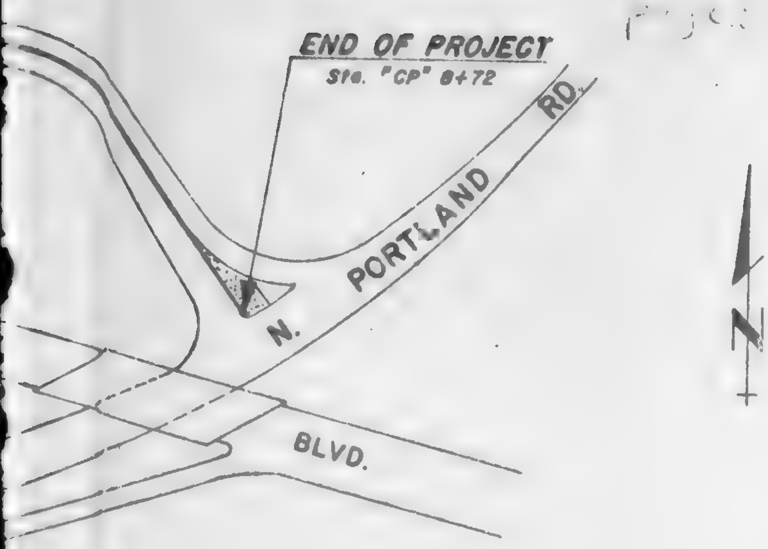
John M Long

For City of Portland

Date 5-11-81

[illegible] 's [illegible]

Proj. 1, 2 & 5



Revisions submitted to Spec's

PRELIMINARY COPY
SUBJECT TO CHANGE

PLANS PREPARED BY CITY OF PORTLAND

APPROVED: John M Long 11/23/81
John Long, City Engineer DATE

Richard C. Speer

SIGNALS

STREETS

OR ON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

Te ical Services Engineer DATE

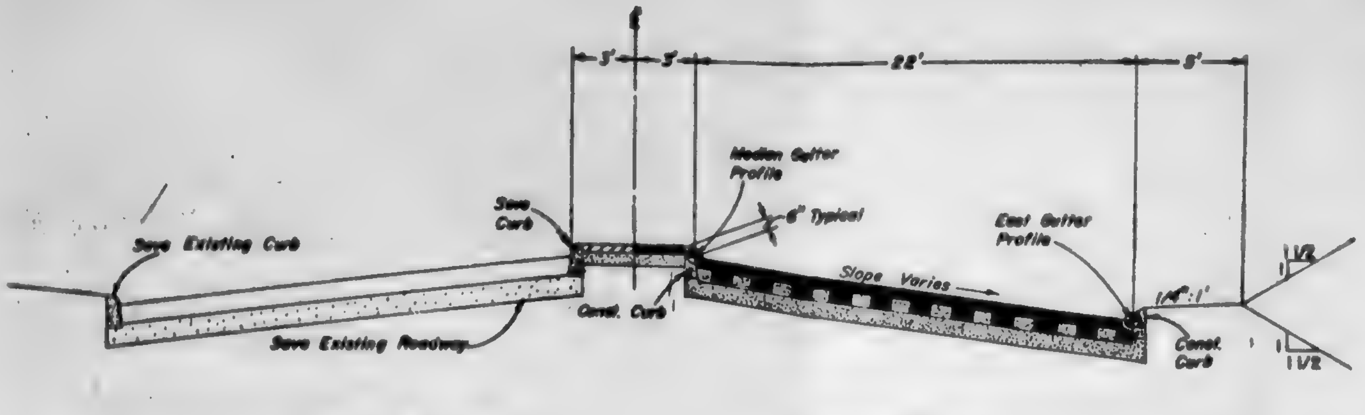
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

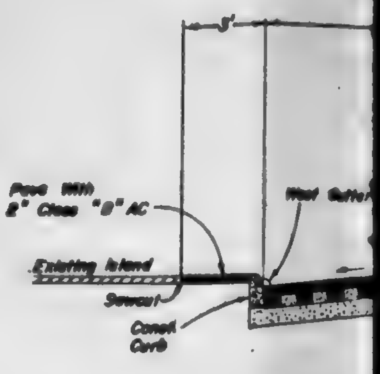
APPROVED

DISTRICT ENGINEER DATE

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION


℄
3'
3'
22'
5'
Median Gutter Profile
6" Typical
Save Curb
Save Existing Curb
East Gutter Profile
1 1/2
Slope Varies
1/4":1'
Const. Curb
Save Existing Roadway
Const. Curb
1 1/2


3'
Pave With 2" Class "B" AC
West Gutter
Existing Island
Sawcut
Const. Curb

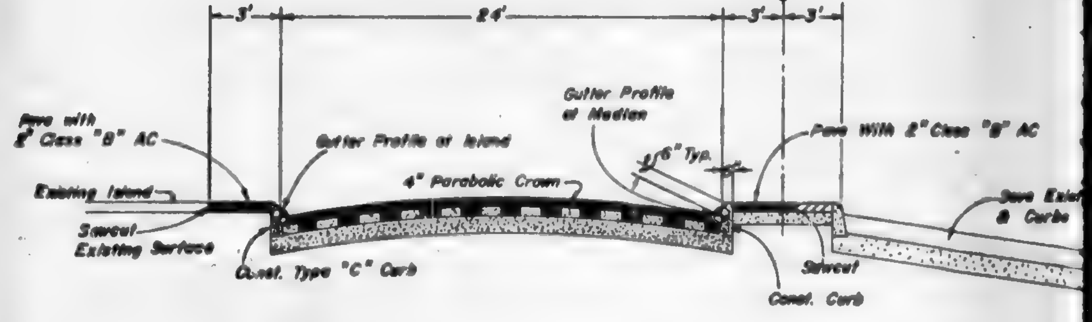
MEDIAN SECTION

2" Class "B" AC On
4" Aggregate Base (1 1/2"-0)

ROADWAY SECTION

1 3/4" Class "B" AC On
1 3/4" Class "B" AC On
8" Plant Mix Bituminous Base On
8 1/2" Aggregate Base (1 1/2"-0)
20" TOTAL

TYPICAL X-SECTION 1+50
(LOOKING NORTH)


3'
24'
3'
3'
℄
Pave with 2" Class "B" AC
Gutter Profile at Island
Gutter Profile at Median
6" Typ.
Pave With 2" Class "B" AC
4" Parabolic Crown
Existing Island
Sawcut Existing Surface
Const. Type "C" Curb
Save Exist & Curbs
Sawcut
Const. Curb

1 3/4" Class "B" AC On
1 3/4" Class "B" AC On
8" Plant Mix Bituminous Base On
8 1/2" Aggregate Base (1 1/2"-0)
20" TOTAL

NOTE: Prior
surfacin
3' Behin

TYPICAL X-SECTION 'CP' 8+40
(LOOKING SOUTHWEST)

NO	DATE	DESCRIPTION	APPD.

REVISION

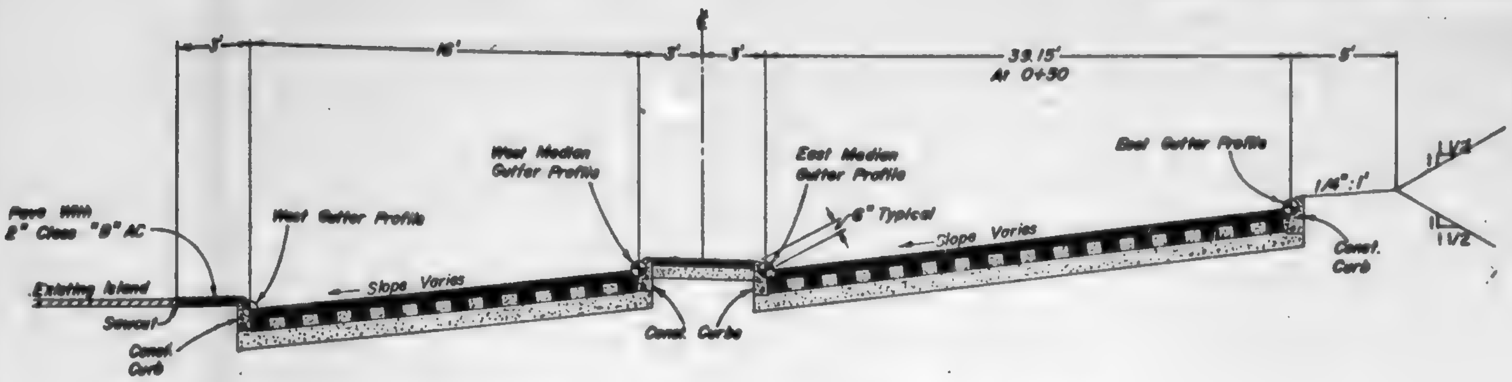
CONSTRUCTED BY
PROJECT COMPLETED
MAP CORRECTED BY
DATA ENTERED ON 1/4 SEC. MAP BY ____ CHECKED BY ____
DATA ENTERED ON DIST. MAP BY ____ CHECKED BY ____
FINAL MAP DATA

DESIGNED BY S. H. B.	DATE APPROVED 4 - 81
DRAWN BY J. E. E.	DIV. ENGINEER R. W. T.
CHECKED BY S. H. B.	RESOLUTION NO —
FILE NO —	UNDERGROUND R. W. J.

CITY OF PORTLAND OREGON

DEPARTME
MIKE LINDS
JOHN LANG

N. COLUMBIA WAY/ N. COLUMBIA BLVD./ N. PORTLAND RD. INTERCHANGE RAMP MULTNOMAH COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


3'
16'
3'
3'
39.15'
At 0+30
5'
℄
West Median Gutter Profile
East Median Gutter Profile
East Gutter Profile
1/4":1'
1 1/2
1
1 1/2
1
Pave With 2" Class "B" AC
West Gutter Profile
6" Typical
Slope Varies
Existing Island
Slope Varies
Sawcut
Const. Curb
Const. Curbs
Const. Curb

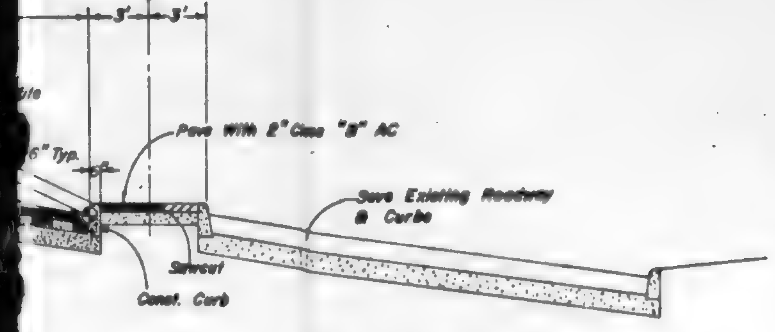
MEDIAN SECTION

2" Class "B" AC On
4" Aggregate Base (1 1/2"-0)

ROADWAY SECTION

1 3/4" Class "B" AC On
1 3/4" Class "B" AC On
8" Plant Mix Bituminous Base On
8 1/2" Aggregate Base (1 1/2"-0)
20" TOTAL

TYPICAL X-SECTION 0+50
(LOOKING NORTH)


℄
3'
3'
...ile
6" Typ.
5'
Pave With 2" Class "B" AC
Save Existing Roadway & Curbs
Sawcut
Const. Curb

NOTE: Prior to excavation island surfacing shall be sawcut 3' Behind face of new curb.

...ous Base On
...1/2"-0)

X-SECTION 'CP'8+40
(LOOKING SOUTHWEST)

ERASE
COVERED
IN SPECIAL
PROVISIONS

Item No.	Items of Work & Materials	Unit	Quantity
1.	Mobilization (8%)	All	All
2.	Temporary protection & direction of traffic	All	All
3.	Temporary signs	Sq.Ft.	187.0
4.	Temporary barricades (Type III)	Ea.	15
5.	Flagperson	Hrs.	80
	ROADWORK		
6.	Removal of structures & obstructions	All	All
7.	General excavation (673 cu.yds.@$16.00)	All	All
8.	Obliteration of old roadway	Sq.Yds.	422
9.	Furnishing & placing topsoil	Cu.Yds.	165
10.	Plant mix bituminous base	Tons	465
11.	1½" - 0 aggregate base	Cu.Yds.	336
12.	Class "B" asphaltic concrete	Tons	220
13.	10-inch concrete sewer pipe, trench excavation and backfill	Lin.Ft.	120
14.	Concrete inlets	Ea.	1
15.	Concrete curbs type "C"	Lin.Ft.	894
16.	Removal of existing sign installation	All	All
17.	Painted Wood Sign Posts	All	All
18.	Type 'A' Signs in Place	Sq.Ft.	294
19.	Type 'B' Signs in Place	Sq.Ft.	64
20.	Traffic signal installation complete	All	All
21.	Roadside seeding & mulching	All	All

308

I

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.

DO NOT SCALE

CITY OF PORTLAND, OREGON DEPARTMENT OF PUBLIC WORKS MIKE LINDBERG COMMISSIONER JOHN LANG, P.E. CITY ENGINEER		STREET CONSTRUCTION N. COLUMBIA WAY/N. COLUMBIA BLVD/ N. PORTLAND RD. INTERCHANGE RAMP	1/4 SECTION 2024 JOB NO. 1013

7328

4-2-81

ENGINEER'S ESTIMATE

N. COLUMBIA WAY/N. COLUMBIA BLVD./N. PORTLAND RD. INTERCHANGE RAMP
FAU No. IX-9956(8)
PREFIX NO. 726-1915

Item No.	Items of Work & Materials	Unit	Quantity	Estimate Summary Unit Price	Total $
1.	Mobilization (8%)	All	All	10,700.00	10,700.00
2.	Temporary protection & direction of traffic	All	All	2,500.00	2,500.00
3.	Temporary signs	Sq.Ft.	187.0	10.00	1,870.00
4.	Temporary barricades (Type III)	Ea.	15	130.00	1,950.00
	ROADWORK				
5.	Removal of structures & obstructions	All	All	1,000.00	1,000.0
6.	General excavation (673 cu.yds. @ $16.00)	All	All	10,768.00	10,768.0
7.	Obliteration of old roadway	Sq.Yds.	422	1.50	633.0
8.	Furnishing & placing topsoil	Cu.Yds.	165 ~~47~~	15.00	2475.0 ~~705.0~~
9.	Plant mix bituminous base	Tons	465	50.00	23,250.0
10.	1½"-C aggregate base	Cu.Yds.	336	20.00	6,720.0
11.	Class "B" asphaltic concrete	Tons	220	50.00	11,000.0
12.	10-inch concrete sewer pipe, trench excavation and backfill	Lin.Ft.	120	27.00	3,240.0
13.	Concrete inlets type "P"	Ea.	1	400.00	400.0
14.	Concrete curbs type "C"	Lin.Ft.	894	6.00	5,364.0
15.	Removal of existing sign installation	All	All	500.00	500.0
16.	Permanent signing	Sq.Ft.	294	15.00	4,410.0
17.	Traffic signal installation complete	All	All	58,700.00	58,700.
18.	Roadside seeding & mulching	All	All	500.00	500.
				TOTAL CONTRACT ITEMS	~~144,210.~~ 145,980.

Anticipated Items
Permanent striping & pavement markings — 1,000.0

Construction Engineer @ 9% = $13,000.00
Contingency @ 4.5% = 6,500.00 — 19,500.0

ESTIMATED TOTAL AUTHORIZATION = 163,710.0

REC'D
4-2-81
G

9328

OFFICE OF CITY AUDITOR

1851

GEORGE YERKOVICH
CITY AUDITOR

CITY OF PORTLAND
OREGON

MA PDM PDE TSE SPC
ODOT - METRO

MAY 20 1980

AMS PPS ✓ PPC FILE T/A

May ~~14~~ 20, 1980

R. N. Bothman, Metropolitan Engineer
Oregon State Department of Transportation
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Jon Rose, Regional Federal Aid Engineer

Dear Mr. Bothman:

Enclosed are quarduplicate copies of contracts as follows:

(1) Ordinance No. 149562 - Preliminary engineering, right-of-way acquisition and construction of the N. Columbia Boulevard ramp improvement project at North Portland Road.

(2) Ordinance No. 149563 - Design, construction, finance, maintenance of signal modifications to add left turn phases at 10 intersections in Southeast Portland.

Will you please have the proper persons sign all four copies of each of the agreements which have already been executed by the City of Portland officials, and return two copies of each to the Auditor, Room 202, City Hall, Portland, 97204. Your prompt attention to this matter will be appreciated.

s very truly,

rge Yerkovich

tor of the City of Portland

From Metro JON ROSE
Date 5/20/80
To BUZ SWAN
[✓ Program Mgmt.] Traffic Region 1
Comments: Here are 4 copies of the agreement covering the N. Columbia Blvd Ramp - North Portland Road project, signed by City officials and approved by the Metro Administrator.
Jon Rose

3-24-80

Portland

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

IOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

DATE

PREFIX -

- ENTIFICATION

ROJECT NAME: N. Columbia Blvd. @ N. Portland Road Ramp

IGHWAY NAME: N. Columbia Blvd. (FAU 9956)

HIGHWAY NUMBER: N/A

EGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1	2B	Multnomah	Portland

ENGTH

MILEPOST NUMBER TO

☐ RURAL ☒ URBAN

OCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Portland

YPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER e(4)

ETHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

YPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

ROJECT DESCRIPTION

Install left turn refuges and an actuated signal with left turn phases at the intersection of N. Columbia Blvd. with the N. Portland Road ramp.

Remove traffic island, improve ramp alignment, construct curbs and sidewalk/bikeway where needed.

If sufficient funds are available, a signal intertie with Macrum Avenue, 600 feet to the west, should be included in the project.

REFERRED TO
Board
Cole
Eriksen
Hager
Stoudenmeyer
Sample
Watson
Lau
Dorn
Discuss Do File Copy Due
A
REGIONAL DESIGN ENGINEER

1 Versteeg
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
MAR 31 1980
ROAD DESIGN SECTION
Do Not File
Return To
Bring Up
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 - 9,000 (Columbia Blvd.)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 2000 - 13,000

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 35

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

3-24-80

Frank E. Terpin

FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES		
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☒	☐	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ____________	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ____________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☒	☐	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☒	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MA
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	■	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Electrical

4 - WORK ITEMS

	APPLICANT	TO BE PERFORMED BY STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1.0
RIGHT-OF-WAY ACQUISITION	( )	9.0
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

- SUGGESTED BASE DESIGN

ITE	NEW WORK	OVER EXISTING

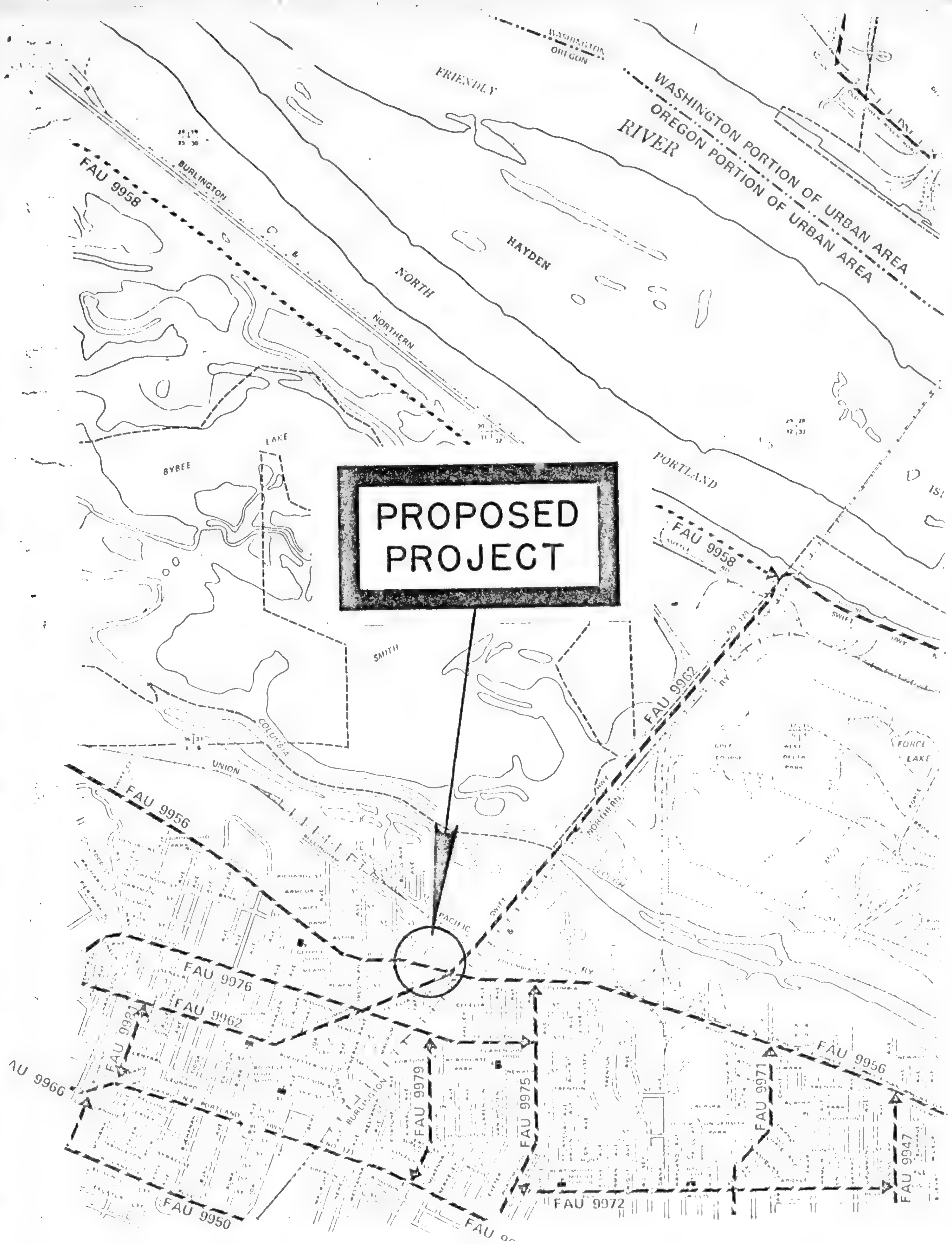
- TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

- PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	65,000	
RIGHT OF WAY	20,000	
TRAFFIC CONTROL	65,000	
ILLUMINATION	5,000	
STRUCTURES	20,000	
RAILROAD	325,000	
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES (included above)		
PROJECT TOTAL	500,000	

SUBMITTED BY ____________________


WASHINGTON
OREGON
FRIENDLY
WASHINGTON PORTION OF URBAN AREA
OREGON PORTION OF URBAN AREA
RIVER
HAYDEN
FAU 9958
BURLINGTON
& NORTH
NORTHERN
LAKE
BYBEE
PORTLAND
PROPOSED PROJECT
FAU 9958
SWIFT
HWY
SMITH
FAU 9962
RY
COLUMBIA
UNION
GOLF COURSE
WEST DELTA PARK
FORCE LAKE
FAU 9956
NORTHERN
HWY
SLOUGH
PACIFIC
SWIFT
FAU 9976
FAU 9962
AU 9966
BURLINGTON
FAU 9979
FAU 9975
FAU 9971
FAU 9956
FAU 9947
FAU 9972
FAU 9950
FAU 9

I-505
9956

TRA 16

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic 378-6537
DEPT TELEPHONE

TO: D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

ATTN: Gary Zehner

DATE: March 12, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Project Request
Signalization and Channelization
North Columbia Boulevard at North Portland
Road Ramp

As requested, the subject location was reviewed for traffic signal warrants and the need for a left-turn refuge from North Columbia Boulevard to North Portland Road Ramp.

After procuring additional volume data, it was determined that the minimum vehicular volume and the systems warrants will be met at this intersection when the traffic control devices are in operation. This will be brought about by the geometric revisions which are part of the project.

With the projection of 2,500 vehicles per day making a left-turn from North Columbia Boulevard to North Portland Road Ramp, a left-turn refuge would be required.

The proposed project will decrease the trip length by approximately one-half mile for approximately 4,000 trips per day.

L. E. George
Traffic Engineer

RTS:jrb

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Date: February 25, 1980

Reply to Attn. of: HPD.2-OR

Subject: Oregon Project IX-9956(-)
Project Assessment
N. Columbia Blvd @ N. Portland Road
Multnomah County

From: G. L. Green, Division Administrator

To: Mr. Gary A. Potter, Manager, Environmental Section

The project assessment submitted with your January 8, 1980 letter has been reviewed.

We concur with your finding that the proposed project constitutes a Category 3, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

D. V. Reede
G. L. Green for

cc:
OSHD (Proj Mgmt)
(Reg 1)

Environmental Section
February 26, 1980

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
Surfacing Design
R. N. Bothman
E. L. Hardt
Maury Payne
Jef Kaiser
Clarence Eshelman
B. L. Gifford (2)
R. H. Prange

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Section N. Columbia Blvd. at North Portland Rd.
Highway
County Multnomah
Region Metro
(Attach Sketch Map)

Date January 8, 1979
City Portland Hwy. No.
Begin M.P. Length
Program Estimate $630,000
Funding Source

B. Purpose, Need, and Description of Project (Describe Alternatives):

(See attached map) The ramp connecting North Portland Road & Columbia Blvd. is designed so that trucks taking the North Portland Road to Columbia Blvd. direction can only proceed west on Columbia Blvd. Automobiles can make an awkward left turn here to go east on Columbia Blvd., but it is impossible for long trucks to do so. The reverse of this movement from Columbia Blvd. to N. Portland Rd. via the ramp is easily available only to westbound cars and trucks and very awkwardly for eastbound cars. Although not specifically prohibited, the design of the ramp makes eastbound left turns impossible for all but the most aggressive motorists. Trucks needing to go from N. Portland Road to east on Columbia

(cont. on page 1A)

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
x 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

Since the project would have very limited impact on the human environment it is recommended that it be classified as a Categorical Exclusion.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	4
Median (Yes/No)	6'	6'
Shoulders (Yes/No, Paved, Gravel)		
Average Daily Traffic (Volume/Year)	9-10,000/1979	13,000/2000
Alignment (New, Combined, Existing)		Existing
Speeds (Posted/Estimated)		

(11-16-79)

B. Purpose, Need, and Description of Project (cont'd.)

Blvd. do this by using the ramp, going one block west to the signal at Macrum and turning left, hence to Portland Road where they can pick up a ramp onto eastbound Columbia Blvd. Eastbound traffic on Columbia Blvd. wanting to reach N. Portland Road now use this same link.

The City wants to reduce this heavy overuse of a residential collector street (Macrum) and re-design and rebuilding the west terminal of these ramps will accomplish this.

Description :

General Description of Project: Rebuild the ramp and intersection from Columbia Blvd. to North Portland Rd. to allow left turns from E. bound on Columbia Blvd. to N. Portland Rd., and left turns from the ramp to E. bound on Columbia Blvd. A signal will be installed at the Columbia Blvd. end of the ramp and connected with the one at Macrum Street. A signal may also be installed at the N. Portland Rd. end of the ramp. The right turn at the ramp connection with Portland Rd. will be prohibited so that trucks will be discouraged from going south through St. Johns to Highway 30.

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres Less than one
Estimated Number of Parcels unknown
Residential Relocation (No.) None
Business Relocation (No.) None

2. Estimated Impact on Land Use:

Minimal

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Will change local traffic circulation and improve safety, but will not create new traffic attraction from outside area.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None

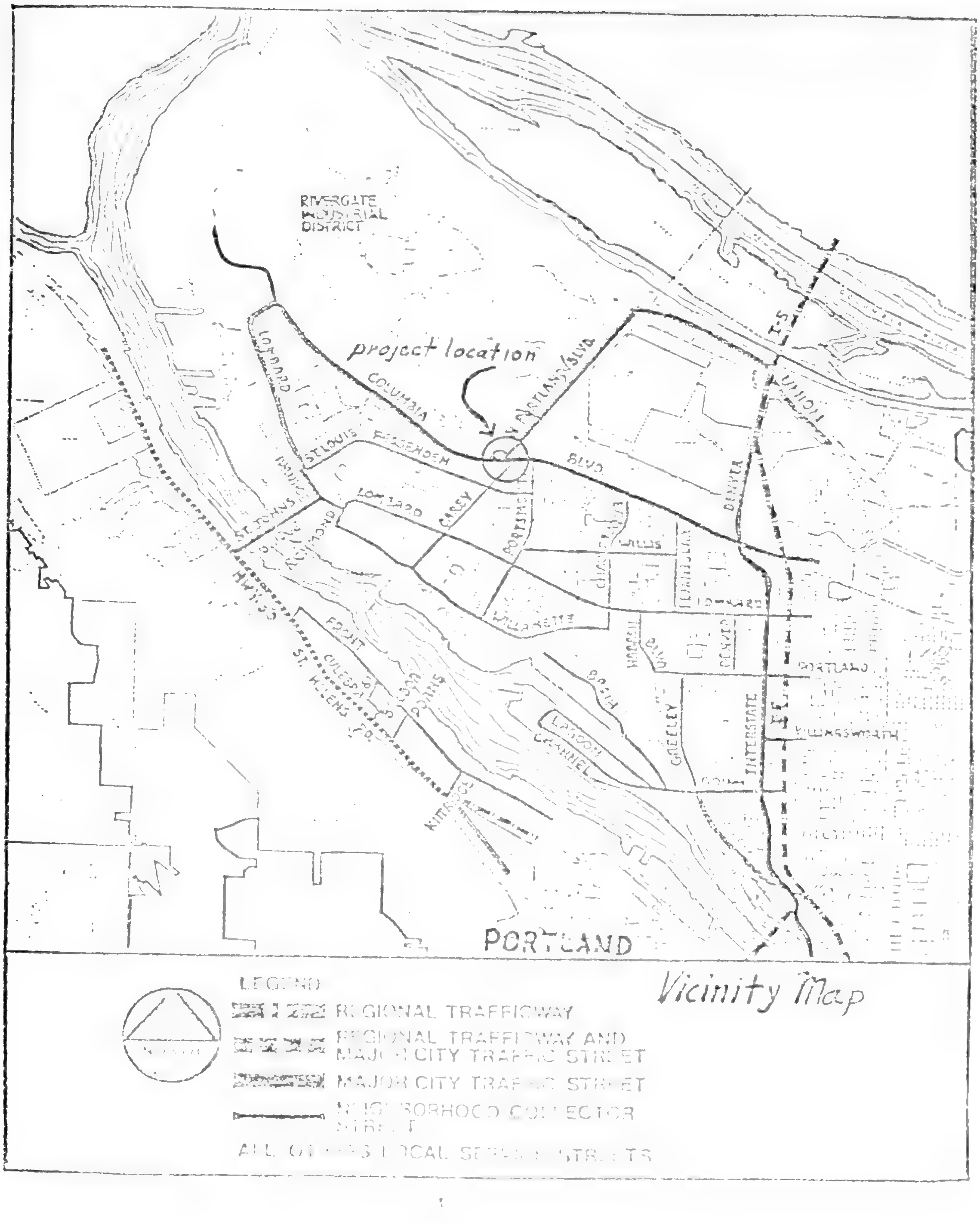
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None

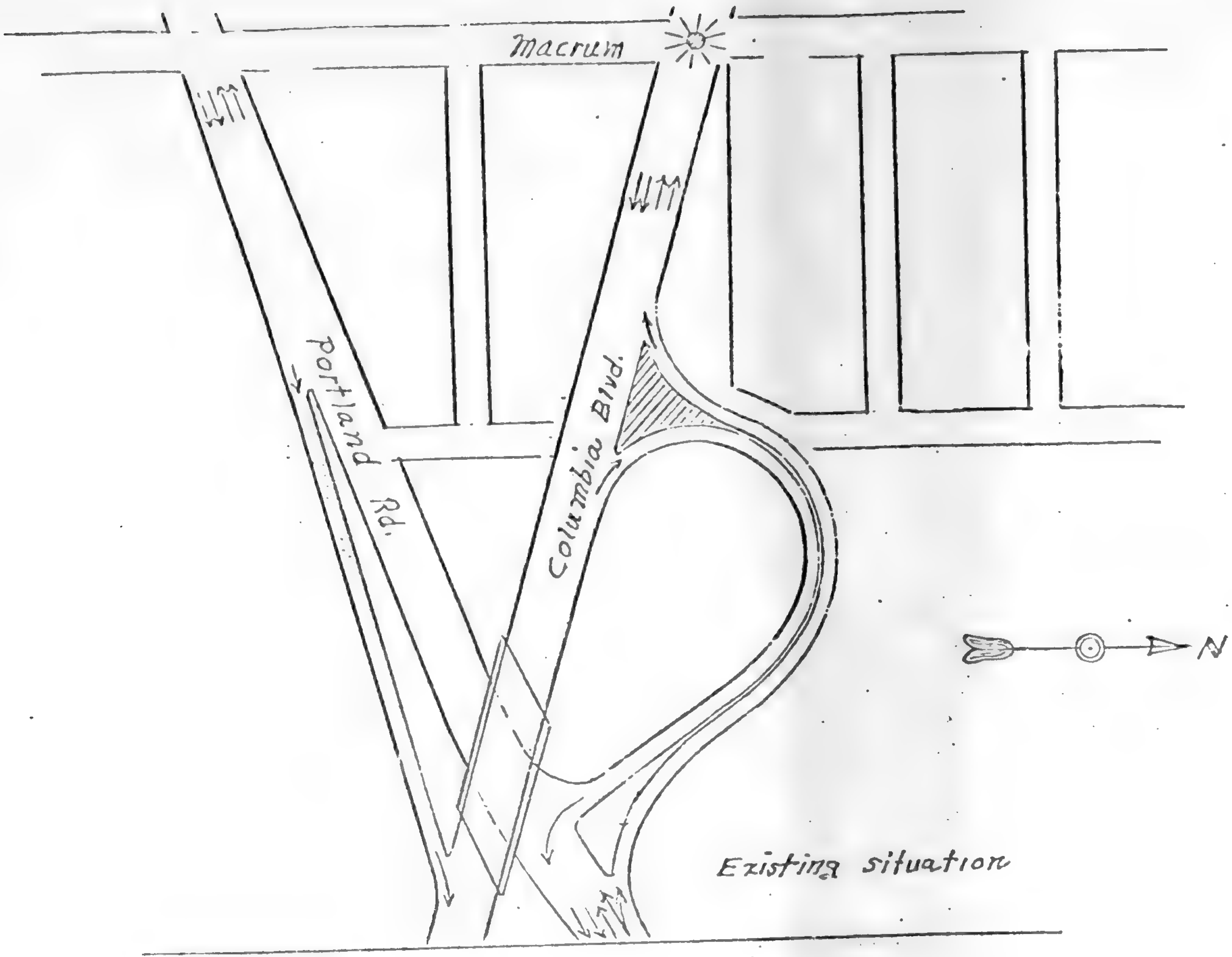
6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None

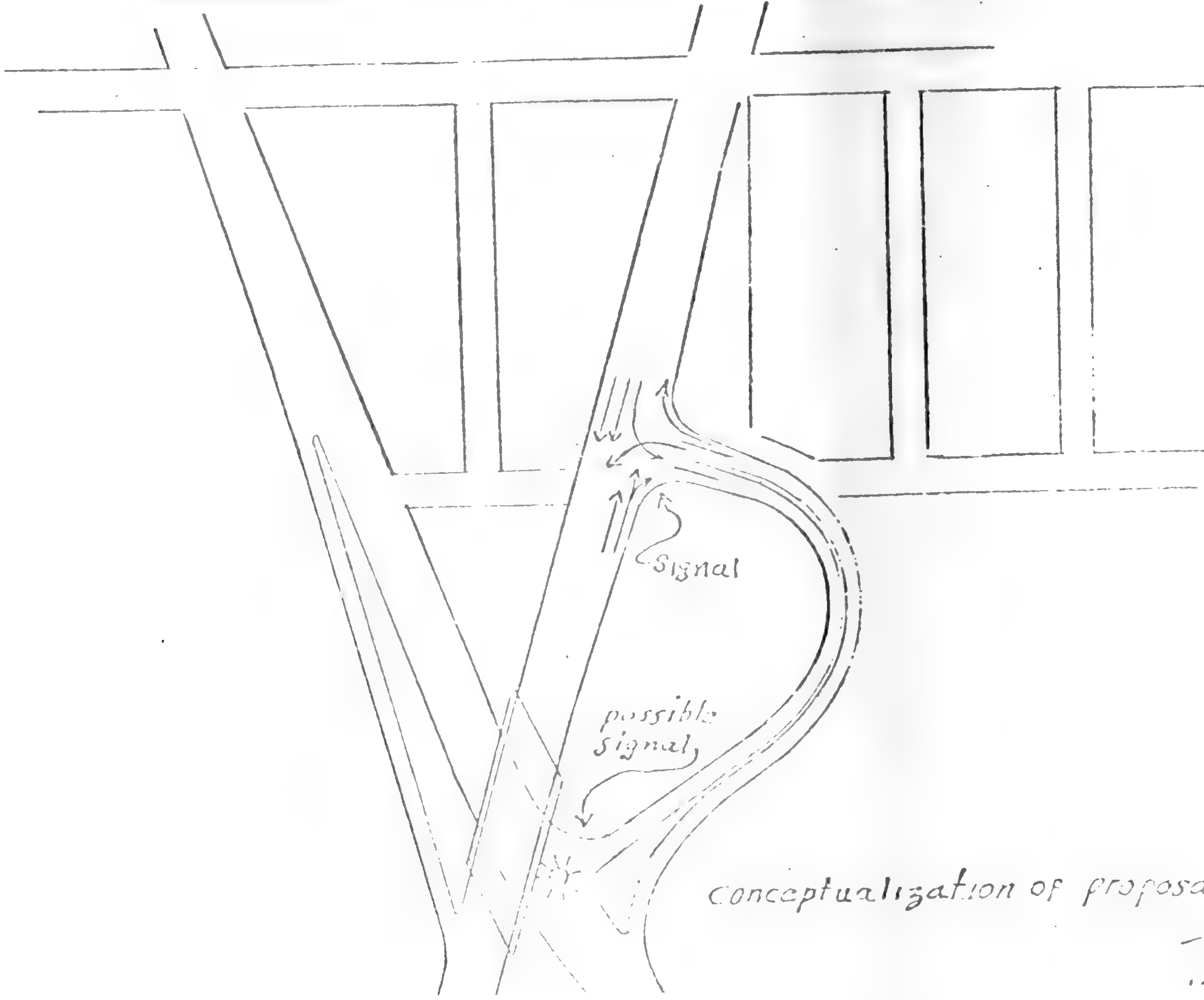
Name of Preparer and Phone Number: Tom Loeber 238-7438


RIVERGATE INDUSTRIAL DISTRICT
project location
LOMBARD
COLUMBIA
N. PORTLAND BLVD
ST. LOUIS
FESSENDEN
BLVD
IVANHOE
ST. JOHNS
LOMBARD
CASEY
RICHMOND
PORTSMOUTH
DENVER
I-5
UNION
WILLIS
LOMBARD
WILLAMETTE
US 30 HWY
FRONT
COLUMBIA
ST. HELENS RD.
BASIN
LAGOON CHANNEL
GREELEY
DENVER
INTERSTATE
PORTLAND
KILLINGSWORTH
GOING
PORTLAND
LEGEND
REGIONAL TRAFFICWAY
REGIONAL TRAFFICWAY AND MAJOR CITY TRAFFIC STREET
MAJOR CITY TRAFFIC STREET
NEIGHBORHOOD COLLECTOR STREET
ALL OTHERS LOCAL SERVICE STREETS

Vicinity Map


Macrum
Portland Rd.
Columbia Blvd.
N

Existing situation


Signal
possible Signal

Conceptualization of proposal

TSL
10/78

(NCB0001)

PLANNING FILE NO. 79-57

Form F[illegible] (Rev. [illegible])

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

1	N. Columbia Blvd. @ N. Portland Rd. Ramp	Date	January 28 19 80
Highway	N. Columbia Blvd. (FAU 9956)	Authorization No.	1
County	Multnomah	Survey Prefix	726-1915

Description of [illegible] route, length, etc.: Intersection of North Columbia Blvd. and the North Portland Road ramp.

Estimate of Cost

Field Survey	(901)	1,500
Citizen Participation	(902)	
City or County	(903)	57,150
Consultant	(904)	
Final Design	(905)	1,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	4,000
Landscape	(912)	
Liaison R/W	(913)	
[illegible]	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	750
Administrative Services	(922)	200
Environmental	(923)	200
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
[illegible]	(950)	
[illegible]	[illegible]	
[illegible]	[illegible]	
		65,000

Proposed: Install left turn refuges and a signal with left turn indications at the N. Portland Road ramp connection to N. Columbia Blvd. Improve ramp alignment, install curbs and sidewalk/bikeway where needed.

Proposed by: City of Portland will perform the field survey and preliminary design work. The state will do the PS&F and let the contract.

IX-9956(8)
4-15-80

[illegible] Const. $415,000; R/W $20,000

Category: 3

Funding: [illegible]

RECEIVED
MAR 28 19[illegible]
LOCATION SECTION

Frank E Pepin

Form F-22 (Rev 9-7[illegible])

PLANNING FILE NO. 79-57

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section N. Columbia Blvd. @ N. Portland Rd. Ramp

Highway N. Columbia Blvd. (FAU 9956)

County Multnomah

Date January 28 19 80

Authority No. 1

Survey Ref. [illegible]

Description of termini, route, length, etc.: Intersection of North Columbia Blvd. and the North Portland Road ramp.

Proposed: Install left turn refuges and a signal with left turn indications at the N. Portland Road ramp connection to N. Columbia Blvd. Improve ramp alignment, install curbs and sidewalk/bikeway where needed.

Purpose of survey: City of Portland will perform the field survey and preliminary design work. The state will do the PS&E and let the contract.

		Estimate of Cost
Field Survey	(901)	1,500
Citizen Participation	(902)	
City or County	(903)	57,150
Consultant	(904)	
Final Design	(905)	1,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	4,000
[illegible]	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	750
Administrative Services	(922)	200
Environmental	(923)	200
Air Quality [illegible]	(925)	
Foundation Exploration	(926)	
[illegible]	(950)	
[illegible]	[illegible]	
[illegible]	[illegible]	
		65,000

Estimate of cost: Const. $415,000; R/W $20,000

Category: 3

Funding: e(4)

[illegible]

the Dep[illegible]

This form [illegible] until approved [illegible]

[illegible]

MAX J. [illegible]

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Section N. Columbia Blvd. at North Portland Rd. Ramp Signlization and Channelization

Highway

County Multnomah

Region Metro

(Attach Sketch Map)

Date Dec. 19, 1979

City Portland Hwy. No.

Begin M.P. Length

Program Estimate $630,000

Funding Source

B. Purpose, Need, and Description of Project (Describe Alternatives):
(See attached map) The ramp connecting North Portland Road & Columbia Blvd. is designed so that trucks taking the North Portland Road to Columbia Blvd. direction can only proceed west on Columbia Blvd. Automobiles can make an awkward left turn here to go east on Columbia Blvd., but it is impossible for long trucks to do so. The reverse of this movement from Columbia Blvd. to N. Portland Rd. via the ramp is easily available only to westbound cars and trucks and very awkwardly for eastbound cars. Although not specifically prohibited, the design of the ramp makes eastbound left turns impossible for all but the most agressive motorists. Trucks needing to go from N. Portland Road to east on Columbia

---

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding

☐ Cultural Resource Survey

☐ Section 106 Procedure

☒ Noise Study Report

☐ Indirect Source Construction Permit

☐ Section 4(f) Determination

Basis for Recommended Category:

Since the project would have [illegible] limited impact on the human environment it is recommended that it be classified as a Categorical Exclusion.

D. [illegible]:	Existing Facility	Proposed Facility
[illegible] Traffic Lanes	2	4
[illegible]	6'	6'
[illegible]		
[illegible] (Vehicles [illegible])	[illegible] 197[illegible]	13,000/2000
[illegible]		Existing
[illegible]		

(11-16-7[illegible])

B. Purpose, Need, and Description of Project (cont'd.)

Blvd. do this by using the ramp, going one block west to the signal at Macrum and turning left, hence to Portland Road where they can pick up a ramp onto eastbound Columbia Blvd. Eastbound traffic on Columbia Blvd. wanting to reach N. Portland Road now use this same link.

The City wants to reduce this heavy overuse of a residential collector street (Macrum) and re-design and rebuilding the west terminal of these ramps will accomplish this.

Description :

General Description of Project: Rebuild the ramp and intersection from Columbia Blvd. to North Portland Rd. to allow left turns from E. bound on Columbia Blvd. to N. Portland Rd., and left turns from the ramp to E. bound on Columbia Blvd. A signal will be installed at the Columbia Blvd. end of the ramp and connected with the one at Macrum Street. A signal may also be installed at the N. Portland Rd. end of the ramp. The right turn at the ramp connection with Portland Rd. will be prohibited so that trucks will be discouraged from going south through St. Johns to Highway 30.

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	Less than one
Estimated Number of Parcels	unknown
Residential Relocation (No.)	None
Business Relocation (No.)	None

2. Estimated Impact on Land Use:

Minimal

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Will change local traffic circulation and improve safety, but will not create new traffic attraction from outside area.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

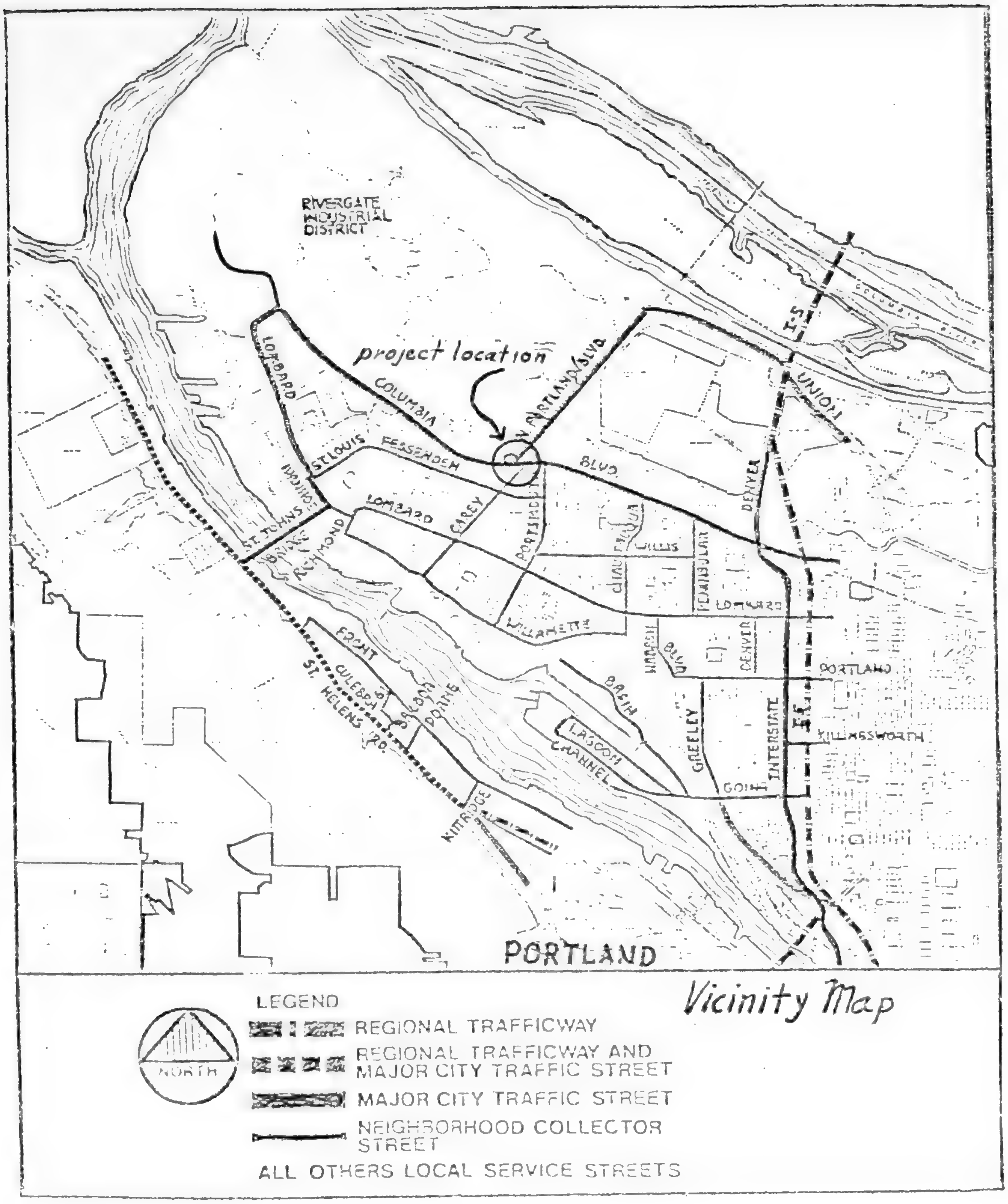
None

[illegible]ed Impact on Parks, Historic Properties, or Other Cultural or [illegible] Resources:

[illegible]

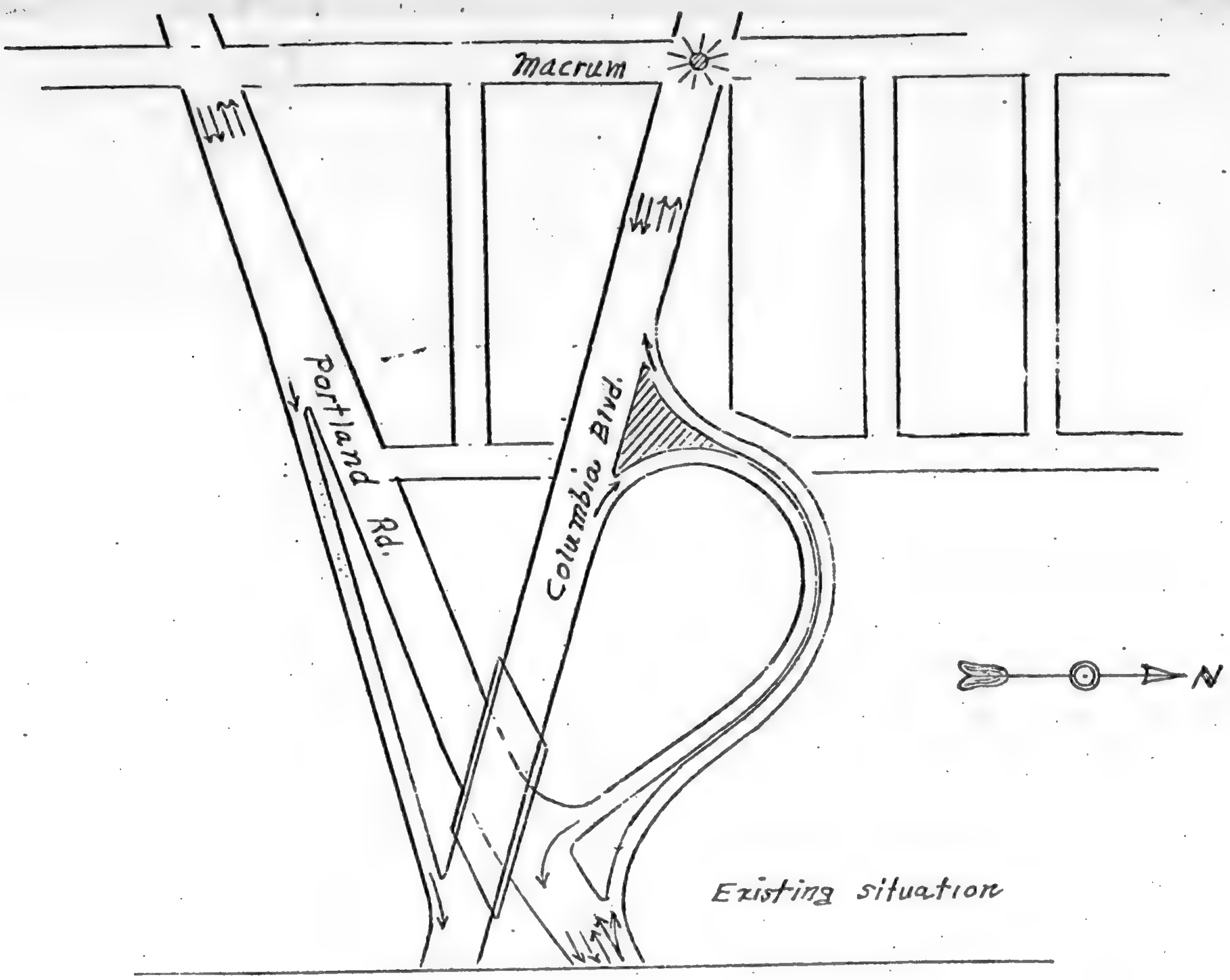
[illegible]inary Identification of Areas of Critical Concern and Controversial [illegible]:

Preparer and Phone Number: Tom Loeber 238-7938

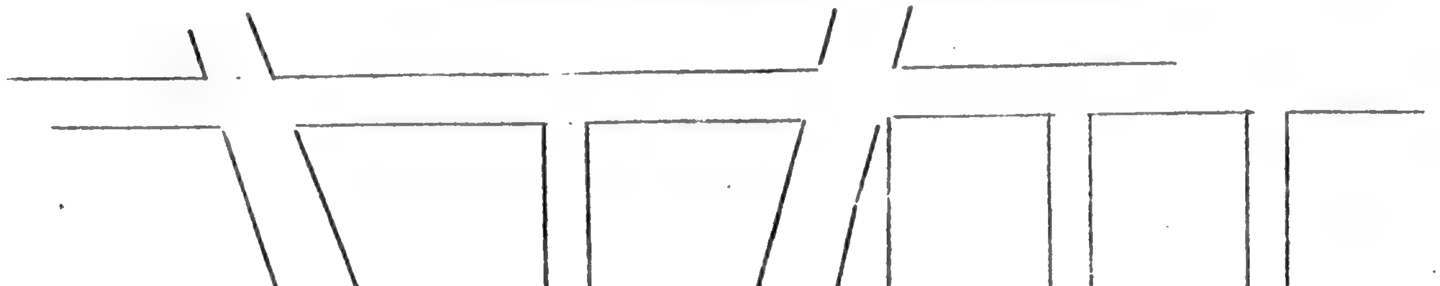


Vicinity Map

RIVERGATE INDUSTRIAL DISTRICT
project location
LOMBARD
COLUMBIA
N. PORTLAND BLVD.
ST. LOUIS
FESSENDEN
BLVD.
IVANHOE
ST. JOHNS
BRADFORD
RICHMOND
LOMBARD
CAREY
PORTSMOUTH
CHAUTAUQUA
WILLIS
PENINSULAR
DENVER
LOMBARD
WILLAMETTE
FRONT
CULEBRA
ST. HELENS RD.
BACON
BURGARD
WABASH
BLVD.
DENVER
PORTLAND
BASIN
LAGOON
CHANNEL
GREELEY
INTERSTATE
I-5
KILLINGSWORTH
GOING
KITTRIDGE
UNION
I-5
COLUMBIA RIVER
PORTLAND
NORTH
LEGEND
REGIONAL TRAFFICWAY
REGIONAL TRAFFICWAY AND MAJOR CITY TRAFFIC STREET
MAJOR CITY TRAFFIC STREET
NEIGHBORHOOD COLLECTOR STREET
ALL OTHERS LOCAL SERVICE STREETS


Macrum
Portland Rd.
Columbia Blvd.
N

Existing situation


Signal
possible signal

Conceptualization of proposal

TE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

ENTIFICATION

OJECT NAME
N. Columbia Blvd. @ N. Portland Road Ramp

HWAY NAME N. Columbia Blvd. (FAU 9956)	HIGHWAY NUMBER N/A

SION 1	ADMINISTRATIVE DISTRICT 2B	COUNTY Multnomah	CITY Portland
NGTH	MILEPOST NUMBER TO	☐ RURAL	☒ URBAN

CAL GOVERNMENT PROJECT? ☒ YES ☐ NO	IF YES, UNIT OF GOVERNMENT City of Portland

PE OF FUNDS
☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER e(4)

THOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

PE OF WORK
☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

OJECT DESCRIPTION

Install left turn refuges and an actuated signal with left turn phases at the intersection of N. Columbia Blvd. with the N. Portland Road ramp.

Remove traffic island, improve ramp alignment, construct curbs and sidewalk/bikeway where needed.

If sufficient funds are available, a signal intertie with Macrum Avenue, 600 feet to the west, should be included in the project.

- TRAFFIC DATA

ISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1978 - 9,000 (Columbia Blvd.)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 2000 - 13,000

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

SIGN SPEED (MPH) 35	DESIGN STANDARDS	TRUCK TRAFFIC ☐ LIGHT ☐ MEDIUM ☐ HEAVY

FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
RAVEL LANES		
HOULDERS		
EDIANS		
ARKING LANES		
IDEWALKS		
IKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
hannelization	☒	☐	☐
rontage Roads	☐	☒	☐
raffic Signals	☒	☐	☐
igning	☒	☐	☐
llumination	☐	☒	☐
tructures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MA
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Electrical

WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT–OF–WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	65,000	
RIGHT OF WAY	20,000	
TRAFFIC CONTROL	65,000	
ILLUMINATION	5,000	
STRUCTURES	20,000	
RAILROAD		
ROADWAY	325,000	
OTHER		
ENGINEERING & CONTINGENCIES (included above)		
PROJECT TOTAL	500,000	

SUBMITTED BY ____________________

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
N. COLUMBIA BLVD. @ N. PORTLAND RD. RAMP
CITY OF PORTLAND

TRAFFIC SIGNAL WARRANT COMPARISON*

SEPTEMBER 13, 1979

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	1255	1119	1003	956	812	797	735	680
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	186	112 146	303	235	204	165	166	250
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)			NOT	STUDIED				

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	600		8
Minor Street	150		8
2. Interruption of Continuous Traffic:			
Major Street	900		4
Minor Street	75		8
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)		NOT STUDIED	
Pedestrian Volume			
4. Accident Experience:			
Preventable Accidents (last 12 months)		NOT STUDIED	
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)		1441	
Minimum Warrant		800	

Date of Traffic Count AUG, SEPT, 1979

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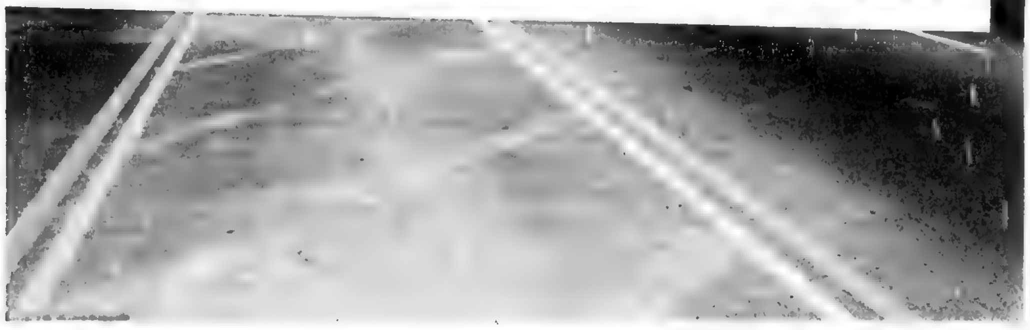
* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** X standard warrants used.
____ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

2



1

3

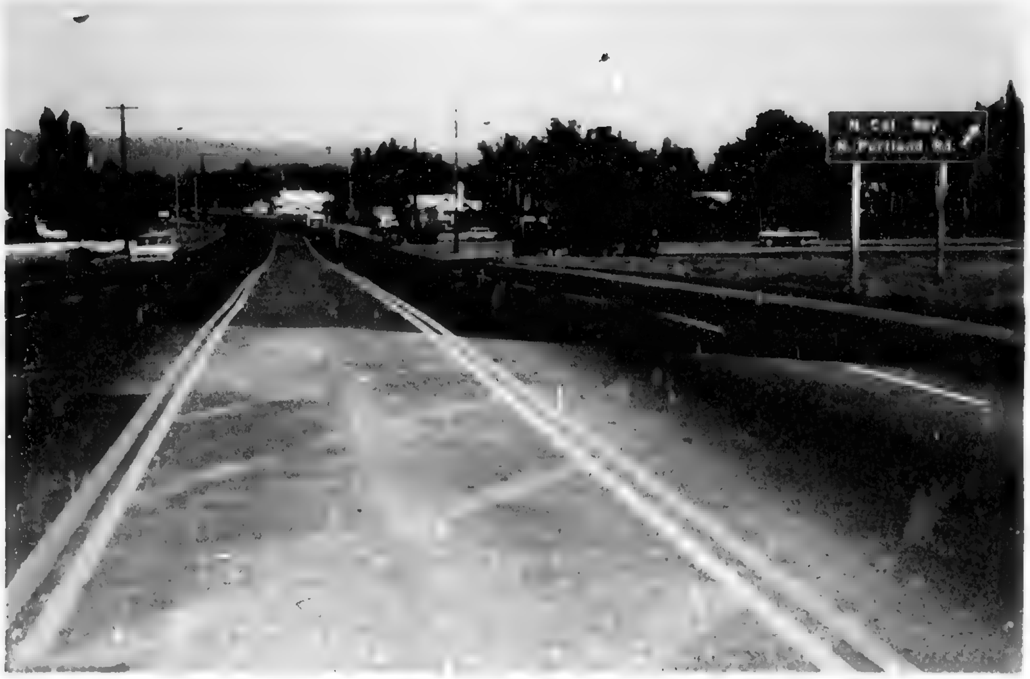
TYPICAL VIEWS

N. Columbia Blvd. - Portland

1. Looking west on N. Columbia Blvd. from 300 feet east of the ramps to and from N. Portland Road.

2. Looking east on N. Columbia Blvd. from 100 feet west of the ramps to and from N. Portland Road.

3. Looking north at the ramps to and from N. Portland Road from N. Columbia Blvd.



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TYPICAL VIEWS

N. Columbia Blvd. - Portland

1. Looking west on N. Columbia Blvd. from 300 feet east of the ramps to and from N. Portland Road.
2. Looking east on N. Columbia Blvd. from 100 feet west of the ramps to and from N. Portland Road.
3. Looking north at the ramps to and from N. Portland Road from N. Columbia Blvd.

3

TYPICAL VIEWS

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1. Looking west on N. Columbia Blvd. from 300 feet east of the ramps to and from N. Portland Road.
2. Looking east on N. Columbia Blvd. from 100 feet west of the ramps to and from N. Portland Road.
3. Looking north at the ramps to and from N. Portland Road from N. Columbia Blvd.

OREGON DEPARTMENT OF TRANSPORTATION
Metropolitan Section

AUTOMATIC RECORDER TRAFFIC DATA BY DAY AND HOUR

Street: N. COLUMBIA BLVD Station: ______ Direction: WEST

Location: 100 FT. EAST OF N. PORTLAND RD. Year: 1979

Day of Week		Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
Date (Month & Day)				9-4	9-5			
Hour of Day:								
A.M.	12 - 1				107			
	1 - 2				41			
	2 - 3				35			
	3 - 4				34			
	4 - 5				34 ~~99~~			
	5 - 6				~~5~~ 99			
	6 - 7				567			
	7 - 8				726			
	8 - 9				479			
	9 - 10				442			
	10 - 11				449			
	11 - 12				496			
P.M.	12 - 1				471			
	1 - 2				520			
	2 - 3				623			
	3 - 4				630			
	4 - 5				525			
	5 - 6				429			
	6 - 7				261			
	7 - 8				208			
	8 - 9				186			
	9 - 10				153			
	10 - 11			184				
	11 - 12			164				
Automatic Recorder Total 24 Hours					7863			
Axle Correction Factor 1)								
24-Hour Adjusted Total								

1) 1.00 - (0.5 x S&F Truck Percentage)

OREGON DEPARTMENT OF TRANSPORTATION
Metropolitan Section

AUTOMATIC RECORDER TRAFFIC DATA BY DAY AND HOUR

Street: N. COLUMBIA BLVD Station: ______ Direction: EAST

Location: 100' WEST OF N PORTLAND RD Year: 1979

	Day of Week	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	~~Sat.~~	
	Date (Month & Day)					9-6		E & W COMBINED	
	Hour of Day:								
A.M.	12 - 1					48		155	
	1 - 2					18		59	
	2 - 3					14		49	
	3 - 4					24		58	
	4 - 5					18		52	
	5 - 6					40		139	
	6 - 7					113		660	11
	7 - 8					277		1003	3
	8 - 9					157		636	
	9 - 10					249		691	10
	10 - 11					248		696	9
	11 - 12					~~247~~ 301		797	6
P.M.	12 - 1					264		735	7
	1 - 2					292		812	5
	2 - 3					333		956	4
	3 - 4					625		1255	1
	4 - 5					594		1119	2
	5 - 6					302		731	8
	6 - 7					172		433	
	7 - 8					106		314	
	8 - 9					83		269	
	9 - 10					53		206	
	10 - 11					67		251	
	11 - 12					158		322	
	Automatic Recorder Total 24 Hours					4555			
	Axle Correction Factor 1)								
	24-Hour Adjusted Total								

1) 1.00 - (0.5 x S&F Truck Percentage)

OREGON DEPARTMENT OF TRANSPORTATION
Metropolitan Section

AUTOMATIC RECORDER TRAFFIC DATA BY DAY AND HOUR

Street: ______ Station: 2057 Direction: S

Location: PORTLAND RD TO COLUMBIA BLVD Year: 1979

	Day of Week	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
	Date (Month & Day)		8-27	8-28	8-29	8-30		
	Hour of Day:							
A.M.	12 - 1			21	22			
	1 - 2			9	13			
	2 - 3			9	13			
	3 - 4			3	0			
	4 - 5			12	19			
	5 - 6			45	40			
	6 - 7			250 11	226			
	7 - 8			303 5	333			
	8 - 9			144	120			
	9 - 10			131 10	148			
	10 - 11		105	101 9				
	11 - 12		141	165 6				
P.M.	12 - 1		150	166 7				
	1 - 2		184	204 5				
	2 - 3		172	235 1				
	3 - 4		181	186 1				
	4 - 5		146	112 2				
	5 - 6		81	94 8				
	6 - 7		70	37				
	7 - 8		39	30				
	8 - 9		51	38				
	9 - 10		31	30				
	10 - 11		67	84				
	11 - 12		51	36				
	Automatic Recorder Total 24 Hours			2445				
	Axle Correction Factor 1)							
	24-Hour Adjusted Total							

OK

1) 1.00 - (0.5 x S&F Truck Percentage)

9331

FEDERAL AID PROJECT REQUEST

Date 5-31-79

Applicant Agency City of Portland
Request for: Off-System ____, FAS-C ____, FAUS ____ Project 103 e(4)
Federal Aid Route No. FAU 9956 Route Name N. Columbia Blvd.
Project Name N. Columbia Blvd. at N. Portland Road Ramp.

Project Length ____ Project Location (Attach sketch map)
Project Description Install left turn refuges and signal with left turn indications at the N. Portland Road Ramp connection to N. Columbia Blvd to permit west southbound Portland Rd traffic to head east and to permit east bound Columbia Blvd traffic to head north.

Average Daily Traffic 10,000 Columbia Way
9,000 Columbia Blvd.
Design Speed 35 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Columbia Blvd 64/N Portland Rd 56
Width 2-22 foot lanes Travel Lanes Ramp 2 lanes Shoulders ____
w/6 foot median on ramp
Medians ____ Parking ____
Sidewalks curbs only
Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Columbia Blvd 76ft inc. median
Width Ramp 56' Travel Lanes 4 - Columbia Blvd 4 - Ramp Shoulders install curbs where needed
Medians left turn Parking no
Curbed yes Length Curb Radii ____
Sidewalk/Bikeway yes 5 foot minimum, 8 foot preferred
Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

Columbia Blvd & N Portland Rd 80 feet
General Width ramp 50 feet Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____

Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location Intersection of Columbia Blvd. and Ramp from N Portland Highway

Type 3 phase 3 cycle vehicle actuated signal
Phases
Type of Suspension Mast arm
Interconnected If sufficient funds are available, an intertie
~~Remarks~~ with Macrum Avenue, 600 ft. to the west, should be included in the project. E.C. Meulan
9-21-79.

3. **Permanent Signing:**

Include in project or by applicant? include in project

4. **Permanent Striping:**

Include in project or by applicant? include in project

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location
Type
Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Overpass of N Portland Rd by Columbia Blvd east of ramp
Type reinforced concrete
Approach Roadway Width 64 Shoulder Width none
Length 300 feet Width 62.5
To remain in place? yes

2. **Proposed Structure:**

Location same - north side of west approach fill may have to be widened about 8 feet
Approximate Size: Length Width

Are sidewalk/bikeways desired: ______

Are any utilities to be attached to structure? ______

Are provisions for illumination desired? ______

Are there any unusual or complicating conditions? ______

Remarks ______

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad ______
   Existing Crossing Protection ______

2. Will existing railroad crossing be altered? ______

   Remarks ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	L.David Hill, Bureau of Street & Structural Engr. Office
2.	Environmental	400 SW 6th Avenue Room 416 Office
3.	Public Hearing	Portland, Oregon 97204 Office

Remarks ______

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant X State ________ Consultant ________

3. Will applicant perform any work prior to or after award of contract?

Yes X No ________

If "yes," describe briefly: preliminary engineering, survey, design and construction engineering

4. Applicant's estimate of cost for requested project:

Roadway Work	$	~~340,000~~	325,000.
Right-of-way costs (if participating)		20,000	
Traffic control		~~50,000~~	65,000.
Illumination		5,000	
Structures			20,000
Railroad		~~20,000~~	
Other			
Preliminary engineering		~~65,000~~	65,000.
PROJECT TOTAL	$	~~500,000~~	500,000. *

Remarks * Estimate revised as per conversation with Dave Hill on 8-2-79. Recon estimate by E.J. Dunn. E.C. Meacham

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland, Oregon and/or ________ COUNTY

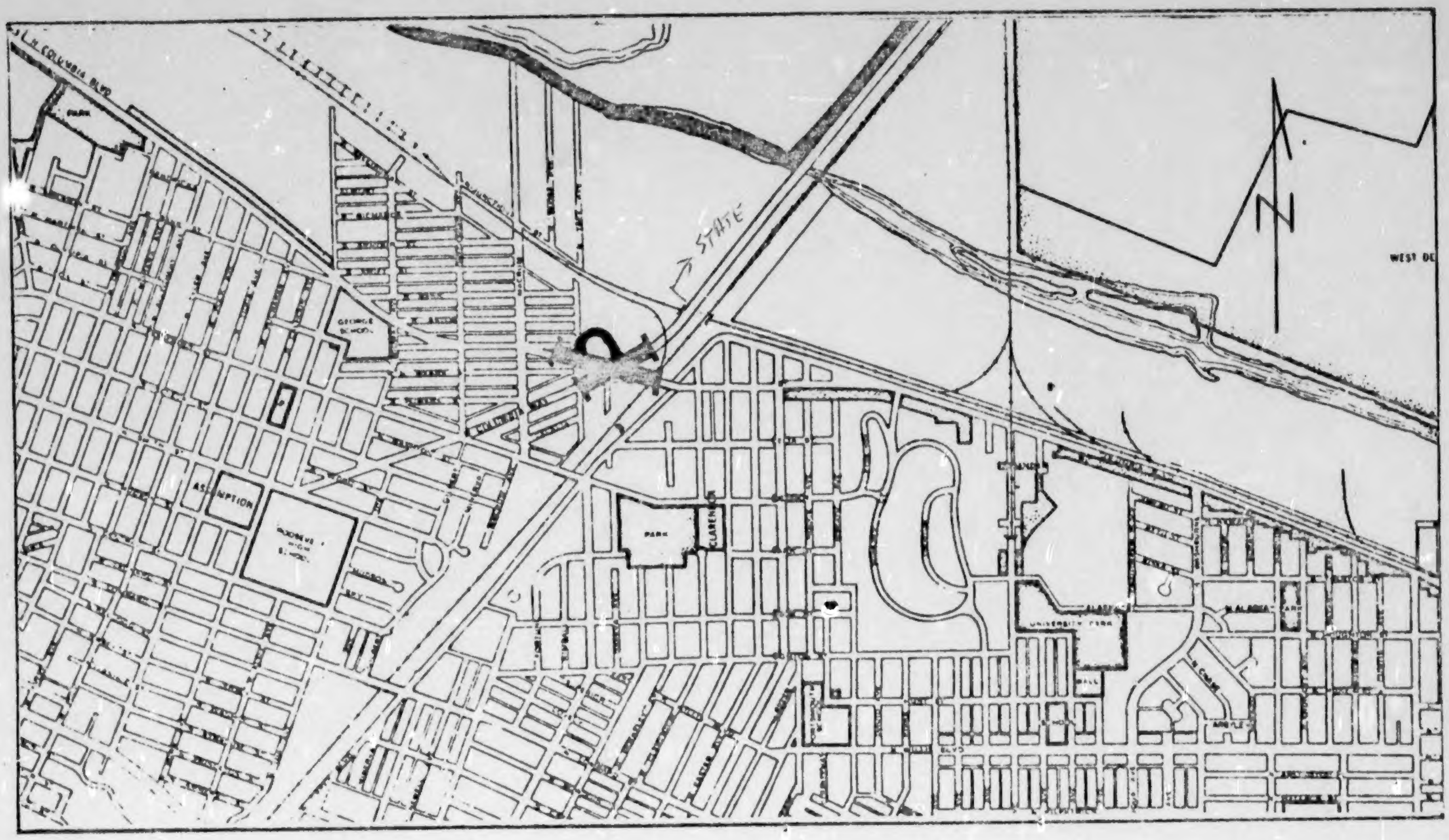
By ________ By ________

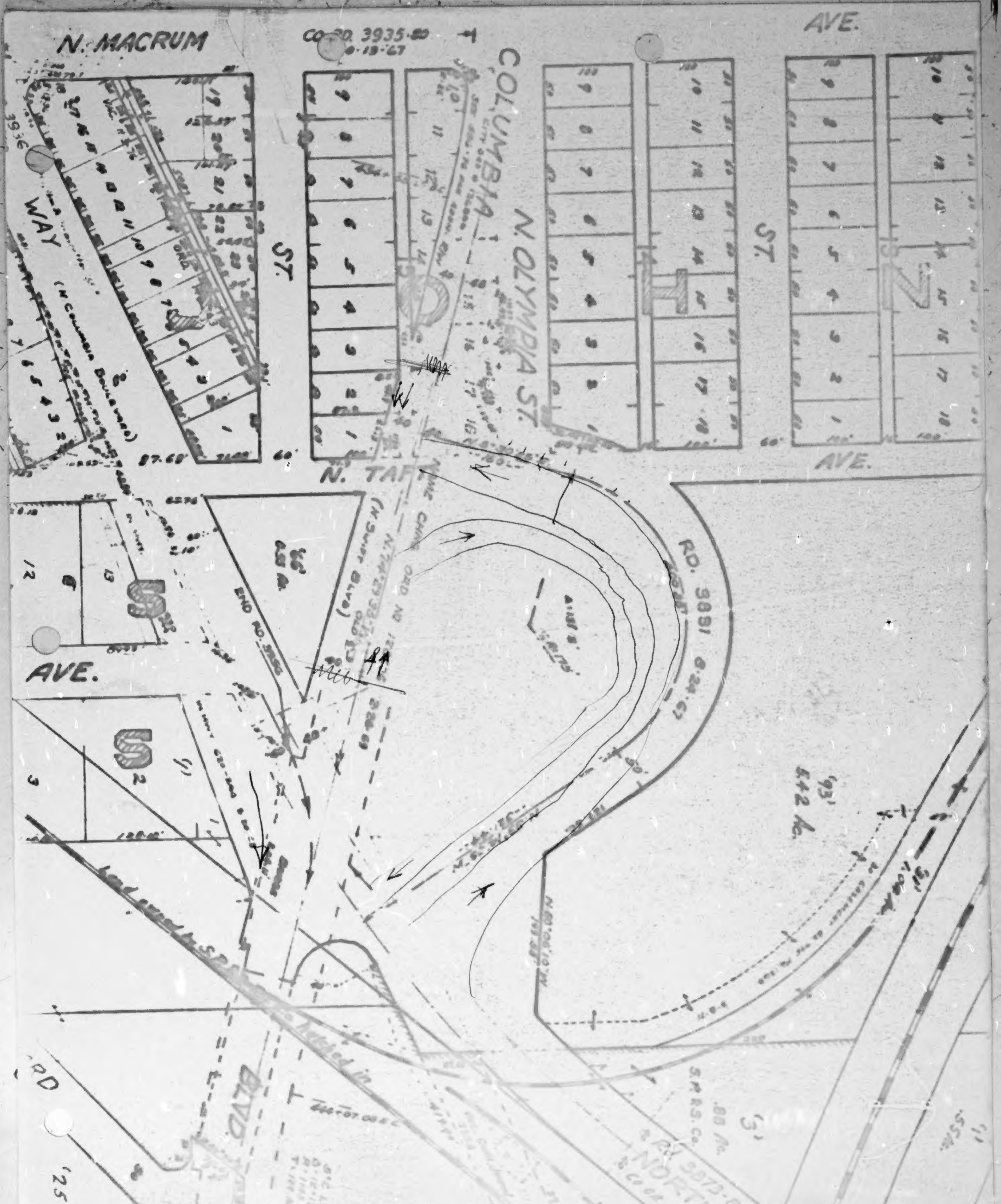
By John M Lang, Chief
Bureau of Street & Structural Engineering

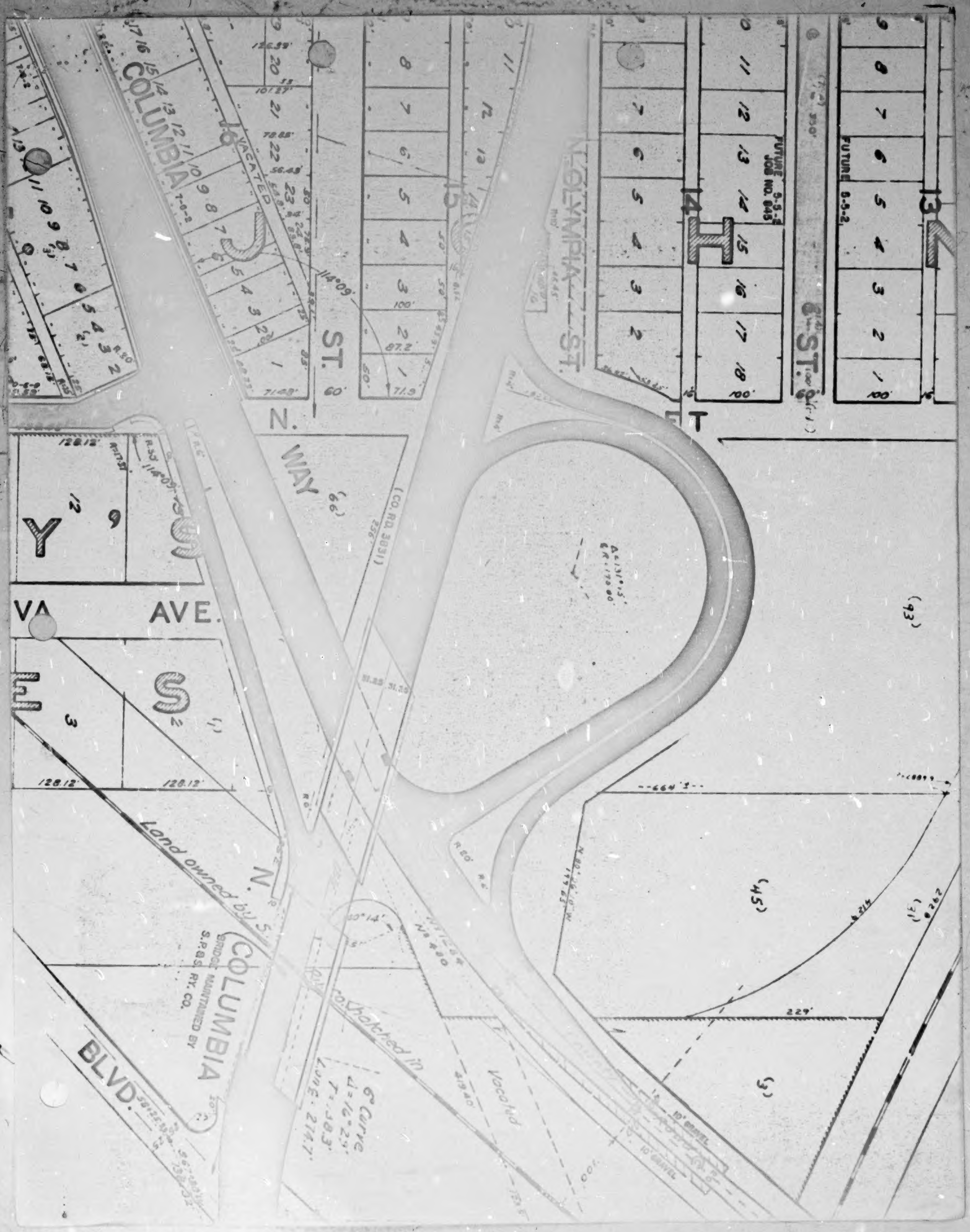
By ________

By ________

(1976)


N. COLUMBIA BLVD
PARK
GEORGE SCHOOL
ASSUMPTION
ROOSEVELT HIGH SCHOOL
COLUMBIA BLVD
STATE
PARK
CLARENDON
N
WEST DE
UNIVERSITY PARK
N ALBINA
HALL
N CHASE
ARGYLE


N. MACRUM
CO. RD. 3935-80
10-19-67
AVE.
COLUMBIA
N. OLYMPIA ST.
ST.
ST.
WAY
(N Columbia Boulevard)
N. TAFT
AVE.
AVE.
RD. 3891 6-24-67
.93'
5.42 Ac.
END RD. 3856
(N. SWIFT BLVD)
.55 Ac.
S
S
AVE.
BLVD
RD
'25'
(3)
.88 Ac.
S.P.R.S. Co.
RD 3973-80
NORTH
Co OR. 11-21-74
1.06 Ac.


COLUMBIA
VACATED
J
16
15
N. OLYMPIA ST.
14
H
13
FUTURE 5-5-2 JOB NO. 8415
FUTURE 5-5-2
8th ST.
ST.
60'
N.
WAY
(CO. RD. 3831)
(66)
Y
VA
AVE.
E
S
128.12'
114°09'
100'
87.2
71.9
71.68'
Land owned by S.
N.
COLUMBIA
BRIDGE MAINTAINED BY S.P.&S. RY. CO.
BLVD.
Co. Hatched in
Vacated
6° Curve
Δ=16°25'
T=138.3
L=274.7
10' GRAVEL
(93)
(45)
(3)
(1)
664.1
229'

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY	OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES	CONSTRUCTION CONTRACTS
ARRANGEMENT OF RECORDS	BY CONTRACT NUMBER
INDEX	

INDEXING BEGINS WITH : 9296 (1981) ENDS WITH 9328 (1981)

FLASH CARDS:

REMARKS:

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	225	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 29th DAY OF September 1982 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan A. Cokeley

SIGNATURE OF CAMERA OPERATOR